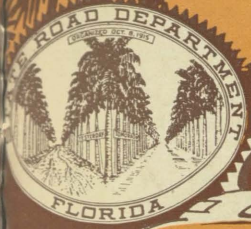


FLORIDA

Highways



FLORIDA'S MONTHLY STATE NEWS MAGAZINE



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June 1944
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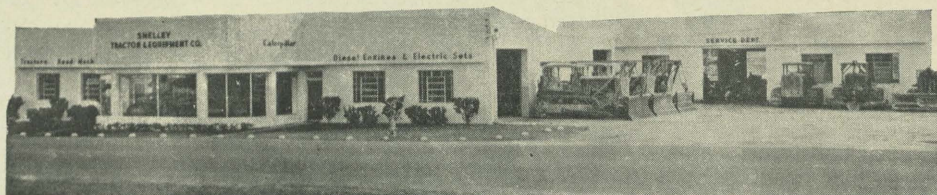
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and these workers have given satisfactory service. With the close of the season, they are being released to work in northern farming areas. Under new contracts just completed by the company and the WFA, they will be replaced by other imported labor, which will be used to assist in the maintenance and cultivation of the fields during the summer. Despite this supply, the company is still anxious to secure all possible domestic labor. "With adequate labor and equipment, production next year could be improved over the present harvest and we hope that this will be possible," Moran said.

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Everglades Sugar Cane Season Has Closed

The 1943-44 sugar cane harvest, which despite wartime difficulties is expected to exceed substantially last year's production, came to a close May 4 after a season of 186 days during which the sugar house of the United States Sugar Corporation was in production 24 hours a day.

Final production figures are not yet available, Jay W. Moran, vice president, said. Approximately 30,000 acres of cane from the company's twelve plantations went into the current harvest and was ground at the sugar house, largest in the Nation.

"The acute labor situation," Moran said, "has depressed production that otherwise would have been obtained. We were able to complete the harvest in spite of the shortage, however, through the aid of mechanical loaders working on rotating shifts in the fields 24 hours daily."

Available labor received high average earnings, he said in addition to prerequisites supplied by the U. S. Sugar Corporation, including free housing and medical care, welfare and recreational benefits.

Largest part of the harvest labor was composed of Jamaicans brought in by the War Food Administration

FLORIDA HIGHWAYS

Official Publication of

State Road Department of Florida—Florida Highway Patrol—Association
of County Commissioners—Florida Trucking Association, Inc.

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 12

JUNE 1944



NUMBER 7

J. E. ROBINSON

Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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Address all correspondence to Florida Highways—not to individuals

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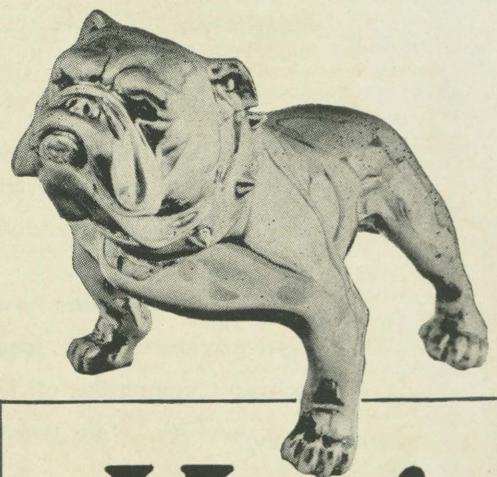
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CONTRACTS • NEW PROJECTS • CHARTERS

Florida Reaches Crest Of Wartime Employment

THE CREST OF Florida's war-inspired manufacturing employment has been reached and passed, the research division of the Florida State Chamber of Commerce reports.

The best indication of the change is that for the first time since 1939 or 1940 there has been no gain in manufacturing employment in the State's three largest cities. Official estimates of the U. S. Bureau of Labor Statistics show perceptible drops from the record high reached in December 1943, to levels reported for February 1944, the last month for which figures are available.

In February the BLS index of wage-earner employment in manufacturing in Jacksonville stood at 299.8, a drop of 4.4 percent from the January figure of 313.7 and of 6.7 percent from the December 1943 peak of 321.3. The index is based on the 1937 average as 100.

The Jacksonville index has climbed from an average of 103.7 in 1939. The gain was steady through 1940, which averaged 110.6, and through 1941, which showed an average of 132.4. The 1942 index average was 156.0. Only once or twice has the steady climb slackened. Never, prior to February had it dropped in two successive months.

For Miami the wage earner employment index stood at 230.9 in February 1944. This was a decline of 5 percent since January and of 13 percent since December, when the high mark of 265.5 was reached.

Because of seasonal factors due to fruit and vegetable processing plants in the Miami and Tampa areas, fluctuation there has been wider than in Jacksonville. After allowing for seasonal changes, there had been no decline in the Miami chart from the middle of 1940 until the drop was recorded in January and continued in February 1944.

The break has not been so clearcut in Tampa, the most important of the three centers in numbers of manufacturing wage-earners involved, because of seasonal factors. The index stood at 279.9 for February, a slight gain over January but a drop from the high of 280.1 reached in December 1943. The drop from December 1943 to January 1944 of two percent was the first registered in this area since July 1940, and is in contradiction to the normal seasonal movement.

In all three cities the February figures show substantial gains over the same month of 1943 and are record highs for this month. Their signifi-

cance does not lie in this fact, however, but is the indication of the first break in the steady climb of the last four years.

Florida Allotments By Federal Agencies

MARKED EXPANSION of the U. S. Naval Amphibious Training base at Ft. Pierce is seen in allocations of funds recently announced and proposed, totaling over \$1,500,000.

The Navy department announced approval of a \$573,950 expansion program to provide facilities for handling an additional 3,528 men. Work planned includes the construction of 17 new barracks buildings, bachelor officers' quarters, subsistence building, administration building, sewage disposal system, water distribution system, electrical distribution system, including fire protection, boiler plant, including hot water distribution, roads and walks, clearing, grubbing and equipment.

Approval of the expenditure of \$72,500 for the provision of additional tents, insect bars and lister bags was announced. Included in the huge new naval supply bill already passed by the house and approved by a senate committee is an item of \$893,000 for the Ft. Pierce base, of which \$875,000 is set up for buildings and equipment and \$18,000 for three athletic fields.

The Navy also approved a \$302,350 allocation for work at Pensacola, with the following items listed: Naval hospital, roads fire protection and a covered ramp; naval air station, conversion of fuel oil tanks to aviation gasoline tanks and installation of barge delivery system; naval air station, building for Waves; Barin Field, soil erosion control work; naval air training center, dispensary addition and extra beds and equipment.

Approval of a contract for the construction of 160 permanent family units and a community building at Orlando, was announced by the Atlanta office of the Federal Housing Authority.

The contract, amounting to \$468,700, was awarded to J. E. Millstone Construction Company of St. Louis. Work started May 3 and calls for completion within 120 days.

The army announced construction of a climatic hangar and test room at Eglin field, Valpariso, has been authorized at a cost of \$2,600,000. No contract has been awarded for the work, which will be supervised by the Mobile, Ala., district army engineer.

Charters Issued By Secretary of State

Following is a list of the Florida charters granted by Secretary of State R. A. Gray during May:

Celery Harvester Patents Company, Sarasota; patent rights; 100 shares no par value. Directors, Paul Albritton, M. L. Carmichael, Thos. W. Butler.

Annsey, Inc., Miami; real estate brokerage; 50 shares no par value. Directors, Seymour Frishman, Ann Levitt, Asenath Frishman.

Mangham Homes, Inc., Miami; construction; 50 shares no par value. Directors, E. B. Tait, L. G. Tait, E. D. Hill.

Southeastern Development Corporation, Jacksonville; real estate; 2,500 shares \$100 par value, 2,500 preferred stock \$10 par value. Directors, David J. Lewis, Hortense S. Norman, Evelyn M. Vanstrom.

Dale Homes, Inc., Miami; real estate; 100 shares no par value. Directors, H. L. Clark, Jr., Kathryn Clark, Ray O. Lance.

Rick Construction Company, Inc., Miami; real estate; 50 shares no par value. Directors, Benjamin Rick, David Pullman, Amos Benjamin.

Rugby Corporation, Miami; real estate; 50 shares no par value. Directors, Kathryn F. Murray, M. B. Drummond, Morris S. Salomon.

Shores Homes, Inc., Miami; construction; 10 shares no par value. Directors, C. F. Wheeler, L. S. Bonsteel, L. Rabadan, John G. Thompson.

Camner Gables, Inc., Miami; construction; 10 shares no par value. Directors, Irwin Camner, Lenora Camner, Juliet Camner, Joseph Camner.

The Abstract Corporation, DeLand;

(Continued on page 46)

The Navy has approved an \$88,000 project for establishment of radio facilities at the Daytona Beach Naval Air Station.

Federal Housing Authorities have obtained priorities for private builders to construct 400 homes in Tampa which will rent from \$30 to \$50.

The Federal Works Agency has approved a 60-passenger school bus project sponsored by the Franklin County Board of Public Instruction. The project will receive a Federal grant of \$3,900.

The Navy has approved a \$50,000 project at the Fort Pierce Amphibious Training Base.

The project includes the erection of two munitions buildings and four Quonset-type huts.

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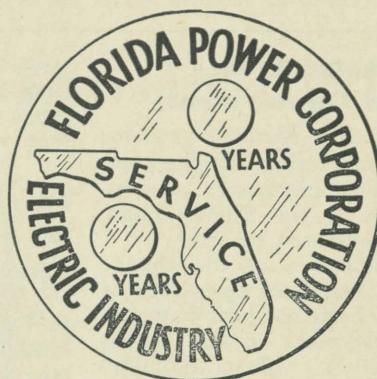
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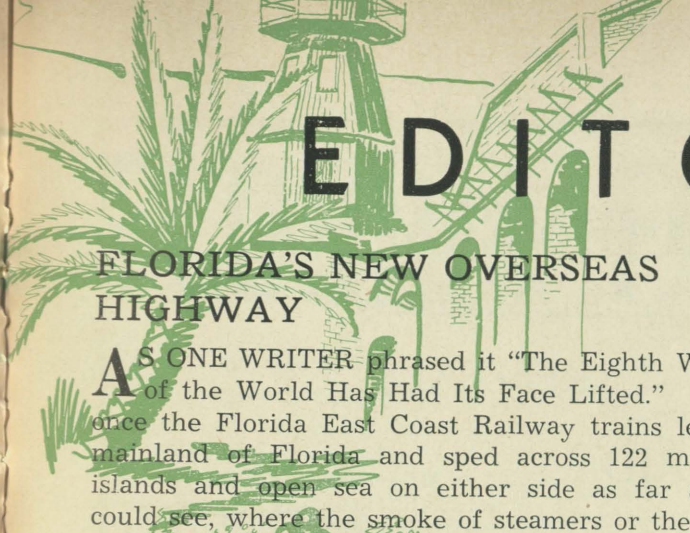
Nearly two hundred of them have been so honored at recent employee meetings. Some of them have been with us for thirty years, all of them have proven that they are the best assets the company has.

They richly deserve this token of our esteem, for through the years, they have given personal emphasis to our company slogan

**SERVICE TO CUSTOMER,
COMMUNITY AND COUNTRY**

A. W. Higgins

FLORIDA POWER CORPORATION



EDITORIALS

FLORIDA'S NEW OVERSEAS HIGHWAY

AS ONE WRITER phrased it "The Eighth Wonder of the World Has Had Its Face Lifted." Where once the Florida East Coast Railway trains left the mainland of Florida and sped across 122 miles of islands and open sea on either side as far as eye could see, where the smoke of steamers or the white sails of vessels presented the only break on the rainbow-tinted waters, today automobile passenger cars and highway trucks leave the mainland and speed over a modern three-lane highway to Key West.

Officially opened May 16 when Governor Spessard Holland snipped the ribbons at Key West at 10 o'clock, with Mrs. Holland performing the same ceremony that afternoon at 3:30 at Florida City, thirty miles south of Miami, cutting of the ribbons signified the opening of the last link of U. S. Highway No. 1 running from Kent, Maine, to Key West.

Back of the highway building feat which opened this 122 miles of water and island thoroughfare, a highway on which your car can travel a mile a minute and face every point of the compass, are months and years of hard, arduous labor by private contractors and State construction crews. Back of that labor to convert it to a motor highway are the pioneer road and bridge builders who took Henry M. Flagler's dream, fifty million dollars of his money and after nine years of heart-breaking difficulties connected the mainland and Key West with an overseas railway in January 1912.

Florida is indebted to Henry M. Flagler in many ways. Had it not been for his vision and his millions spent on reinforced concrete foundations to carry the 36 bridges across open water—the longest 7 miles—and carving a railroad roadbed out of the rock across the keys, it is doubtful if the Federal government and Florida would have ventured to build a highway across a hundred-odd miles of hurricane-swept wilderness and waves. Of Flagler, a Miami News writer said:

"None of the speakers at the banquet Monday night, commemorating the event, mentioned the name of the man who really made the dream possible, but in that Valhalla where men of courage and vision congregate in the hereafter Henry M. Flagler must have stood up and taken a bow."

Let none think, however, that the task of converting an overseas railroad to an overseas highway was a small chore. The Labor Day hurricane of 1935 marked the end of the overseas railway, not because of damage to bridges and viaducts which have withstood tropical hurricanes since 1912 but mainly damage to structures and railroad right-of-way. In reconversion and rebuilding highway engineers had problems to solve as difficult as those faced by Flagler's engineers—problems not encountered any-

where else in the world, and their resourcefulness in developing unique methods of highway bridge construction results in it continuing as the eighth wonder of the world. To Flagler's millions can now be added approximately ten million of Federal and State funds—a small sum when compared to the usefulness of the highway in wartime. In peacetime it will be worth driving across the continent just to ride over a seven-mile-long bridge over the ocean.

Some day when the world is at peace again the countries to the south of us will resume the task of building a continuation of this highway through Cuba, Yucatan and on to Central and South America and the water spaces will be bridged with car ferries. Not all the travel will be from this country—residents of South and Central America countries will take to the highway to come to the United States. Nothing will promote understanding and friendship better than the mingling of residents of different countries, and travel will be within the reach of added thousands following the war from the development of low-priced cars to compete with low-priced airplanes.

Although the greater part of the work has been done during the past 20 months as a war measure and mainly with Federal funds due to the growing importance of Key West as a naval center, the Key Westers have been highway-conscious since 1920. Alongside many of the modern concrete bridge structures still stand the narrow wooden bridges constructed in those first days. Two cars could pass at slow speed, so they say, but not two of the present day trucks and buses. It was a case of one backing off to the end of the bridge, and with luck he might make it across before meeting another.

Of almost equal importance to Key West but hardly noticeable alongside the right-of-way and bridges is the huge water main carrying fresh water from the mainland to Key West. Before it was completed Key Westers depended upon rain for drinking and cooking, drained into cisterns and hoarded. Many of the residents have not connected with the new system—and never will. For generations they have depended upon the Lord to supply them and why should they now abandon Him for one of man's new-fangled ideas? That is one of the reasons why Key West will always appeal to visitors—the old and the new.

Great credit is due Governor Holland and the State Road Department for their desire to see this road completed and opened to the public and for their cooperation with Federal officials and agencies working to the same end. It will stand as a monument to them and to "the men who put their brawn and sweat into the new road, the men who toiled through the heat of tropical days, fighting mosquitoes, wielding pick and axe, carving a roadway through the tough brush of the keys and the native limestone."

Carl McLean



Ed Sims

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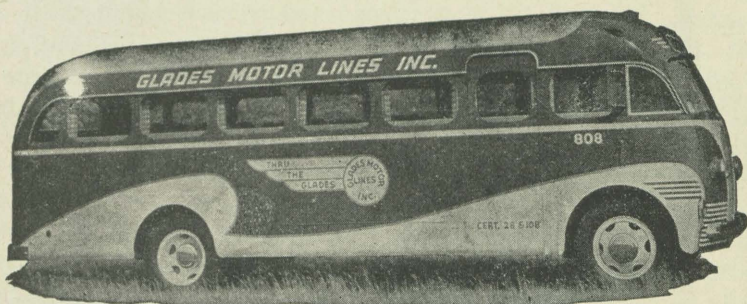
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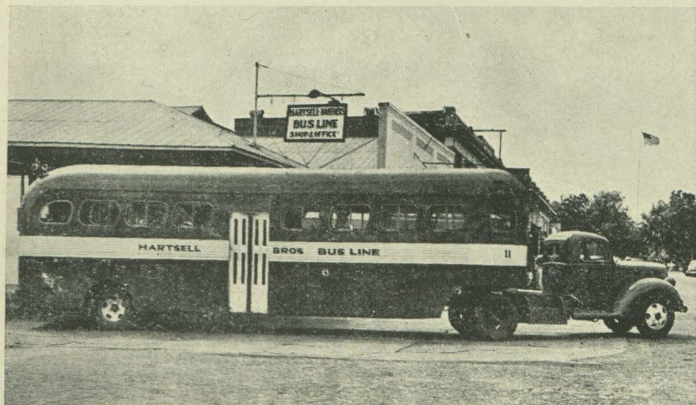
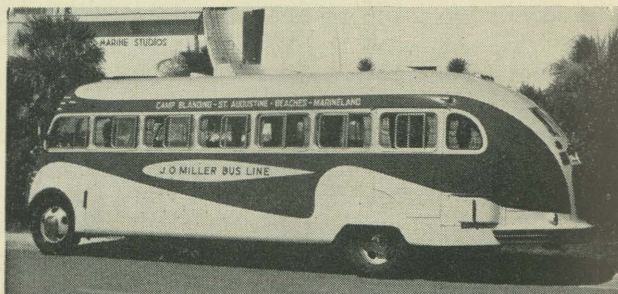
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Miracle Highway

A RARE COMBINATION of the practical and the beautiful springs into full consummation today with the opening of the perfected Miami-Key West Overseas Highway. Of course the miracle was accomplished, basically, nearly a decade ago, when this remarkable highway was first laid over the demolished railway causeways and piers. Then it stood as a strong candidate for the eighth engineering wonder of the world—and as a source of scenic inspiration describable only by those who have looked down at the myriad shimmering colors of the tropical waters over which the bridges towered.

Yet, for all its magnificence, the highway, until now, was never properly completed. At the lower end there was a long stretch of badly surfaced roads and rickety wooden bridges. These rubbed the gilt off the lily and also made the highway some 22 miles longer than necessary.

Now the highway, construction spurred by war necessity, stands 100 percent complete—short, straight, beautifully paved with concrete, with the bridges flanked by special “shoulders” for fishermen to stand upon. It is the completed engineering feat, the total work of art. And in the logistics of peacetime it is due to bulk exceedingly large. For ferry connections are to link the mainland with Cuba, and thence with Haiti on the east, and on the west with Yucatan. Miami will stand on the short route and the scenic route to Mexico. This highway stretch being dedicated today is the silver link in the chain of post-war motor travel in the Gulf and Caribbean areas and it is one of the most glittering gems in Miami's future crown.—Miami Daily News.

Over Keys And The Caribbean

LA CARRETERA Panamerica, they call it after you leave Key West, and there is no doubt at all that the post-war era is going to find a prolongation of the Florida Keys Overseas Highway carrying North Americans and South Americans through this island city.

For the official opening of the Overseas Highway by Governor Spessard L. Holland yesterday was but a beginning. It was the preview of things to come, developments of such great magnitude that it is difficult even to conceive them at this time. Governor Holland mentioned them, and Cuba's delegation to the dedication cere-

monies was outspoken and enthusiastic about them.

It is not a new idea, nor is it intended to be thought now. But reviving the plan to continue the Overseas Highway to Cuba and thence to Yucatan and Central America is a timely project. And to operate car ferries between Key West and Havana, and between Cuba and Yucatan, is just as feasible and practical as it was to operate car ferries between No Name Key and Matecumbe.

By providing the Eastern American tourist with a straight route through Key West, Havana and Yucatan to Central and South America, thousands of miles of travel would be saved. The tourist would avoid traveling some thousand miles westward to skirt the Gulf of Mexico, and then come back again to reach Central America.

If and when the connecting links of La Carretera Panamerica are built, many thousands of North Americans are going to travel over the keys to reach Havana in their own cars, and to continue even to South America. On the other hand, wealthy residents of Buenos Aires, Montevideo, Brazil, Venezuela, Panama, Costa Rica, Nicaragua, Honduras, Guatemala and southern Mexico are going to use that highway to reach the United States.

After the last World War there was a great broadening of the American's travel opportunities; that war developed the low priced automobile that made this a Nation on wheels. This war is going to develop the low priced airplane but it is also going to make it possible to take the automobile places it never went before.

Truly automobiles will “go to sea” over the Overseas Highway, and soon.—Key West Citizen.

Overseas Highway Opened

ANOTHER CHAPTER in Florida history was written Tuesday when Governor Spessard Holland dedicated a new 85-mile section of the Overseas Highway connecting Key West with the mainland of Florida. With the governor as he cut the ribbon opening the southern end of the new route were three Cubans who took part in the impressive ceremonies, namely: Dr. Luis Rodolfe Miranda, Under Secretary of State; Dr. Domingo Ramos of the Finlay Institute of Havana, and Dr. G. Dezenoqui.

In his dedicatory speech Florida's governor said that the new section of the highway which cuts many minutes from the traveling time between

the mainland of Florida and Key West will facilitate trade and communication with Latin American countries. This is particularly true with reference to Cuba, our good neighbor to the immediate south, whose interests are common with those of Florida in commerce and trade.

The Overseas Highway was born out of the hurricane disaster of 1935, when the trestles carrying the East Coast Railway to Key West were blown away, and all hope of maintaining the rail line had to be abandoned.

Federal and State officials conceived the idea of utilizing the roadbed of the railroad and the piers and trestles as the foundation for a modern motor highway to the southernmost city on the mainland of the United States, and the ceremonies held on Tuesday were the culmination of plans that have been in the process of being carried out over a ten-year period.

Although the Overseas Highway was opened in 1938, the new section which was opened this week reduces the travel distance by many miles and eliminates many narrow wooden bridges and sharp curves. It will facilitate travel to and from Key West and be of inestimable value in the development of Florida's island city, as well as giving quick transportation for passengers and freight to and from Cuba and other Latin American countries.

It is not out of place to point out that Florida and Floridians should be very grateful to the Federal government for its part in making this Overseas Highway possible. The State has a comparatively small investment in a development which promises such rich returns, not only to the State but the entire Nation, and countries to the south of us. The State appropriated only \$750,000 and made a loan of \$200,000. The balance of the \$4,300,000 cost came from Federal funds.

The old FERA took the lead in the rehabilitation of Key West, following the hurricane of 1935, when it seemed that the fate of the historic city, once the seat of a thriving cigar industry had been sealed. Federal funds were poured into the reconstruction of the hurricane blasted buildings, homes and public grounds, and Key West was soon restored as another Florida tourist Mecca. Rebuilding the wrecked overseas route also made it possible to carry an aqueduct into Key West to supply fresh water to a city dependent entirely on rainfall, and the future of Key West was assured.—Ocala Star-Banner.

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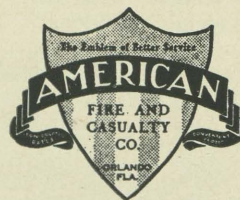
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—Miami Daily News Photo

A view of Seven Mile bridge, taken from Pigeon Key. This key, a tiny island barely above sea level, is crossed on one edge by the Overseas Highway, and it is inhabited—lately by the Coast Guard. Driving over the smooth expanses of the new highway is "A boat trip by land," as one writer describes it, going on to say "It is impossible to adequately describe the exciting perspectives and diversified beauty that awaits the motorist who travels the Overseas Highway from Miami to Key West. Stretching like a great curved finger nearly 100 miles into the sea and studded here and there with tiny tropical islands, a vista, unequalled anywhere else in the world is opened to the traveler. On either side the restless waters, chameleon-like, constantly vary their delicate tints to create an everchanging pastel. And at the end of this wonder road—Key West, at once quaint, exotic, sophisticated."

Florida's New Seagoing Highway . . .

WHEN GOVERNOR Spessard L. Holland ceremoniously clipped two ribbons May 16, he threw open to the world Florida's famed "road-that-goes-to-sea" in a new streamlined perfection.

At Stock Island, the small flat coral island that adjoins Key West, Gov. Holland in a brief dedicatory address said:

"I dedicate this highway to progress and patriotic development of the Keys area and to mutual understanding and more cordial relationship with our neighbors to the south."

Thirty-two years and four months, lacking six days, and almost to the very hour when the late Henry M. Flagler stepped from his private railroad car on Key West soil and thus formally opened the \$49,000,000 extension

of the Florida East Coast railway, Gov. Holland cut the red, white and blue paper ribbon signalling the opening of through auto travel over the one-time train route.

Flagler little dreamed that January day in 1912 as he rode through the Florida keys on the railroad which had taken nine years to build and acclaimed upon

completion the "Eighth Wonder of the World," that some day the railroad would be abandoned and in its stead would rise a modern three-lane highway.

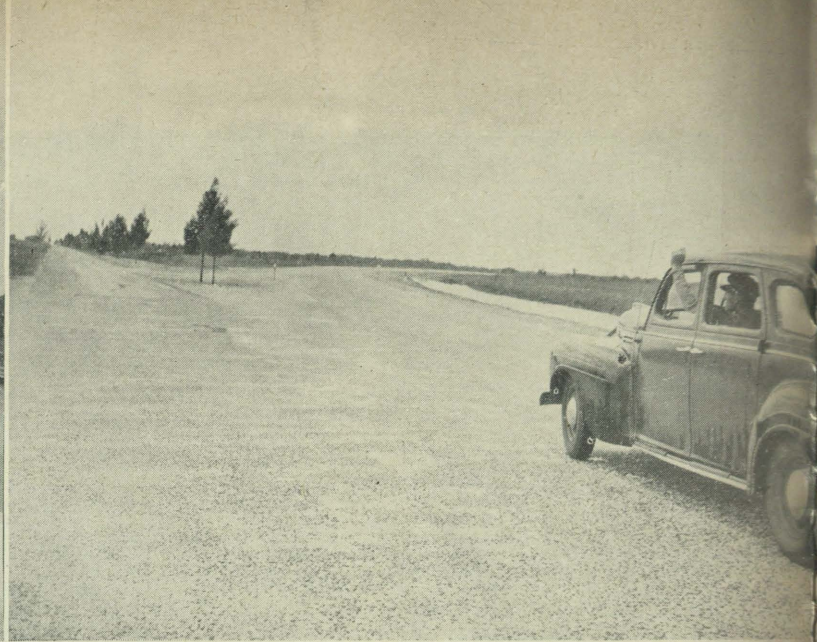
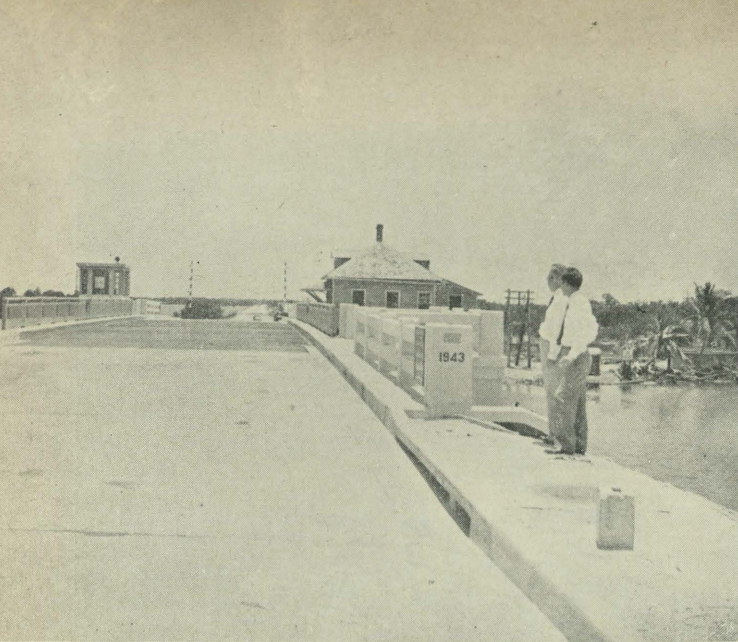
To many Key Westers, busy with the war effort, it was just another day. There was no celebration. The ceremonies were held to brief formalities.

There were only 20 official cars in the dedicatory procession which left Key West at 9:30 a. m. Key West and Monroe County officials traveled in a Florida Motor Line bus.

Gov. Holland traveled the seven miles from Key West to Stock Island in the locomotive of the Miami Voiture 499, of the Forty and Eight.

The presence of the locomotive was appropriate.

Our front cover this month shows a Florida East Coast passenger train crossing Long Key viaduct at top, prior to 1935, while the center shows the method engineers employed to widen the railroad bridge to permit construction of a 22-foot highway, steel beams being set in concrete. The bottom scene is a view of the mile-long Bahia Honda bridge, where the engineers left the level used by trains and went on top of the steel superstructure of the bridge for a reinforced concrete roadway that towers 65 feet above the surrounding waters. The dip to be seen is the end of a long, gradual, 5-foot "hump" about the center of the bridge.



—Miami Daily News Photos

Top left, the jumping off place—the bridge at Jewfish Creek, connecting link between the mainland and the first key—Key Largo; right, where the road begins. The State Highway patrolman holds up his clenched fist to mark the spot where the new Overseas Highway leads off to the right just below Florida City. Road at left is old highway, 18 miles longer than the new. Bottom left, Mrs. Spessard Holland officially opens the road to traffic at the Florida City end, assisted by O. G. Lindsey (left) State Road Department member from Miami, as Governor Holland (right) addresses the people of Florida over station WIOD. At extreme left the cameraman succeeded in getting only the eyeglasses, nose and eternal cigar in the mouth of Thomas A. Johnson, chairman State Road Department; right scene, Governor Holland officially opens the new Overseas Highway to traffic at the Key West end of the road. The ceremonies were attended by the Cuban delegation headed by Dr. Luis Miranda, third from left in front row, Under Secretary of State, and government and Navy officials.

The officials stopped at Marathon for lunch. Arriving at Florida City, 30 miles south of Miami, at 3:30 p. m., the motorcade was greeted by 200 Dade County residents who motored out to the new highway junction for the dedication ceremonies at the north end.

Here the ceremonies took on an international aspect when Gov. Holland prefaced his introduction of Dr. Luis Miranda, under secretary of Cuba, with the statement: "A definite objective of the Federal Bureau of Roads is the ex-

tending of this link in the Pan American highway into Cuba, and across the Yucatan to Mexico."

"The highway we call the Overseas Highway is actually a part of a Pan American highway," Dr. Miranda said. "Linked with a ferry to Cuba from Key West, and another ferry from the western tip of Cuba to Mexico, this post-war Pan American highway would cut 1,770 kilometers from the present route to Mexico via Texas." His government is completing the last stretch of the route

through Cuba, he reported, and he invited Floridians to its dedication. Miranda said that the highway in the future would also be extended to the Antilles and Puerto Rico.

Dr. Miranda cited the opening of the modern highway as the completion of another important link in the chain of highways which will some day join the United States with the Antilles, with the pleasant interruption of short ferry hauls.

The honor of cutting the ribbon



—Miami Daily News Photos

Top left, Governor Holland addressing the guests at the dedication banquet the night before the road was officially opened. Left to right the others are Mrs. Holland, W. R. Porter, Key West banker and toastmaster; Thomas Johnson, State Road Department chairman; Mrs. Nathan Mayo, and Nathan Mayo, State Commissioner of Agriculture. Top right, Mayor Wm. Albury of Key West welcomes Governor Spessard L. Holland, right, to Key West. Bottom left, at the lunch stop in Marathon on the return trip to Miami, Governor Holland has an opportunity for a get-together with two old friends, "Hank" Sinclair, left and T. E. Price, right. Bottom right, E. J. Cox, left and A. H. Lundin, right, two of the partners in the firm of Groves, Lundin & Cox, who built 42 miles of the new highway, conquering innumerable wartime difficulties.

at Florida City fell to Mrs. Holland, the pretty wife of the State executive.

"I'm going to let Mrs. Holland cut the ribbon this time," Gov. Holland said at Florida City, "because the ladies have more experience at handling shears."

Mrs. Holland took the scissors and looked inquiringly at her husband.

"Now, Spessard?" she asked.

"Yeah," he replied, smilingly.

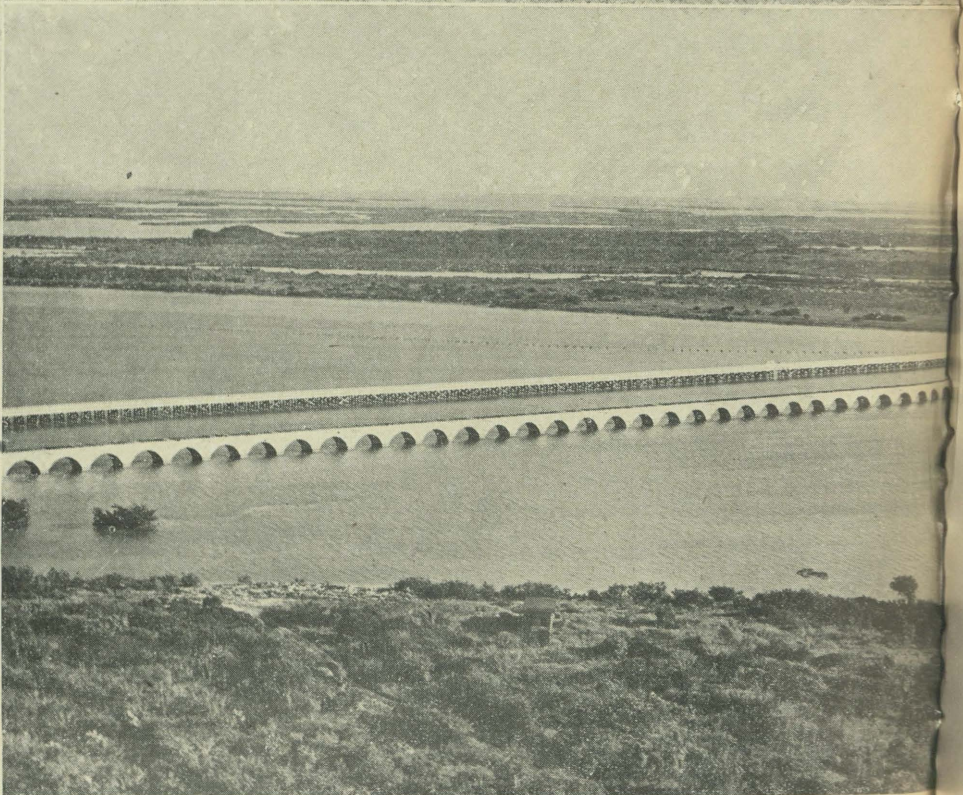
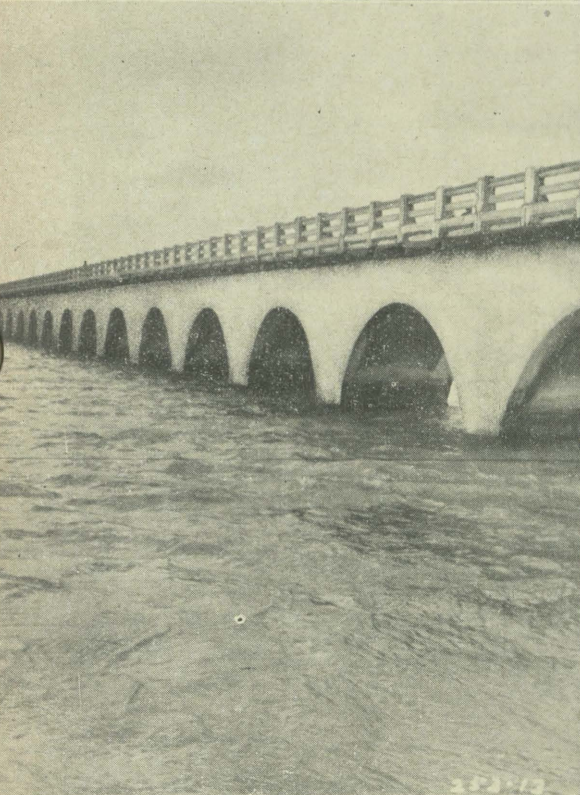
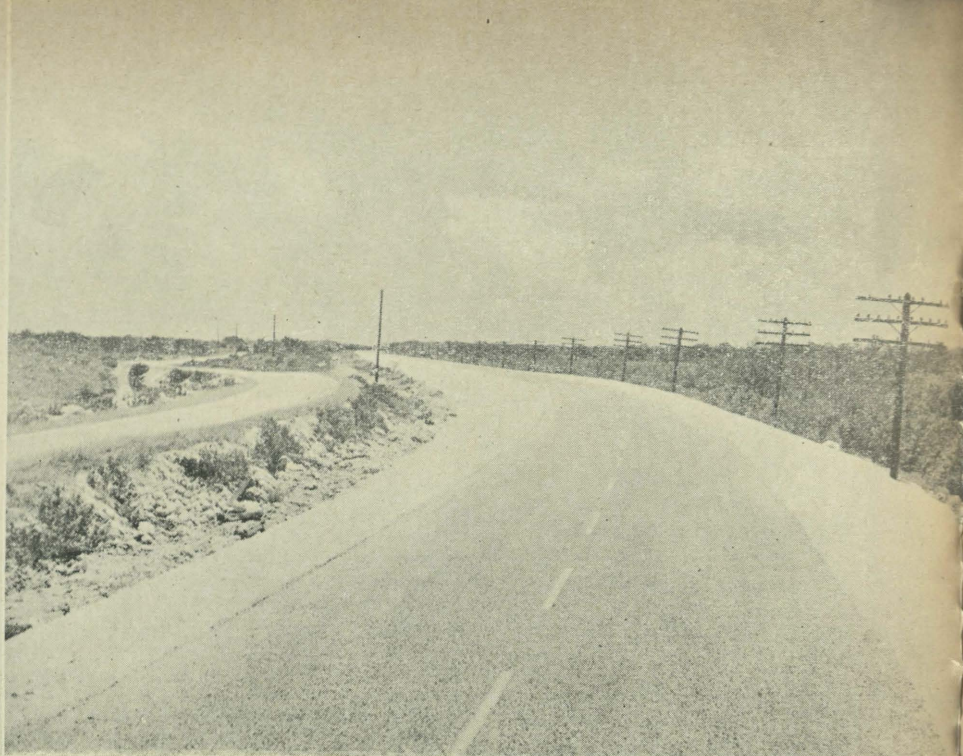
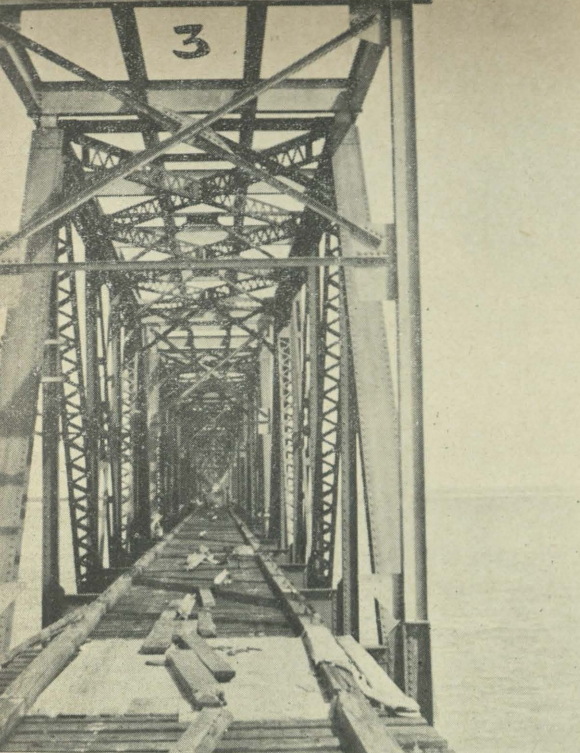
The red, white and blue streamer was parted, then bystanders cut it into small lengths as souvenirs.

The ceremonies were in charge of O. G. Lindsey of Miami, south Florida representative on the State Road Department.

These ceremonies also called to the notice of this war-harried world an achievement unique in engineering annals. Florida's Overseas Highway is "the first and only major conversion of a rail-

way to a highway," B. M. Duncan, chief engineer for the project, the man who directed this engineering marvel points out.

To the Nation and to Florida, the Overseas Highway means more than just a wonder which will be visited by indeterminable millions of sightseers in future years. To the Nation it means the country can be totally defended in war-time, the establishment of a permanent fortification on its south-



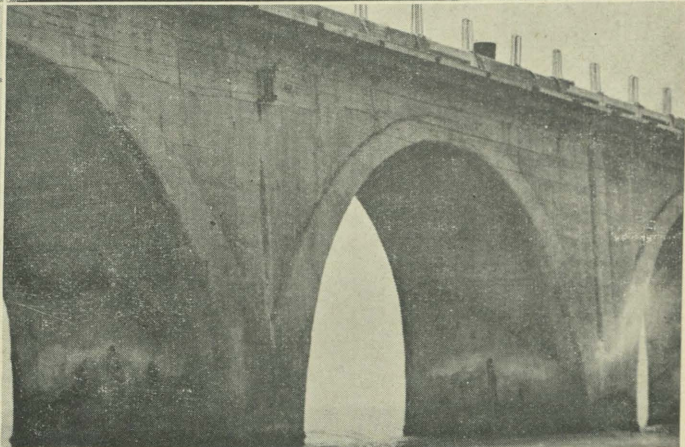
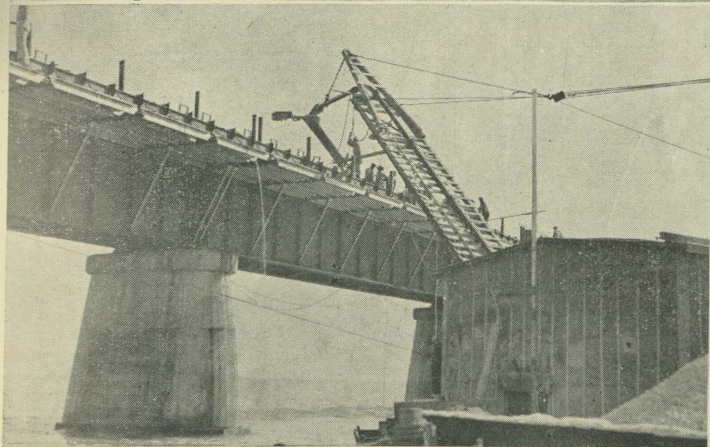
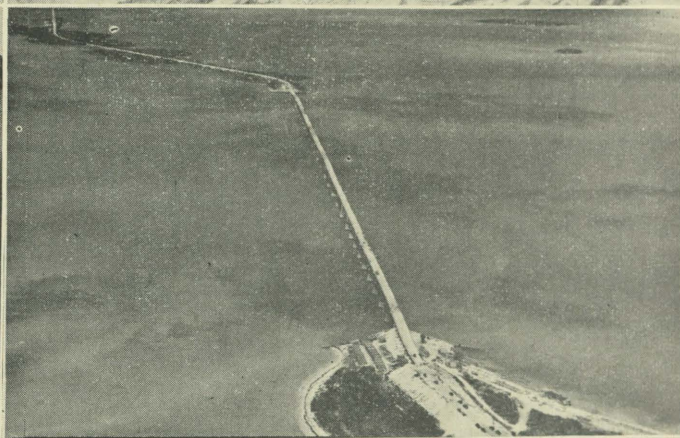
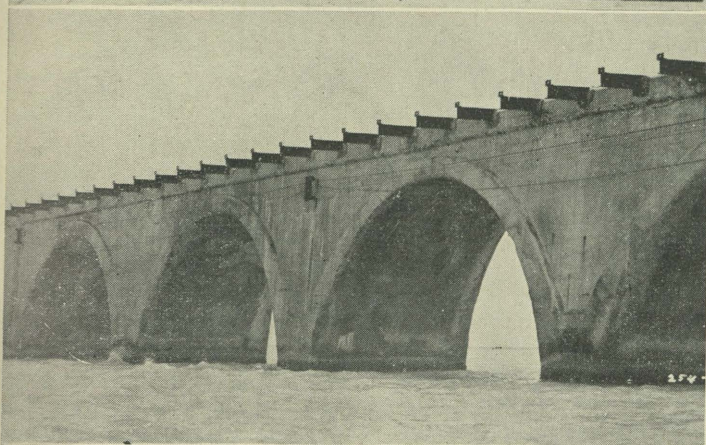
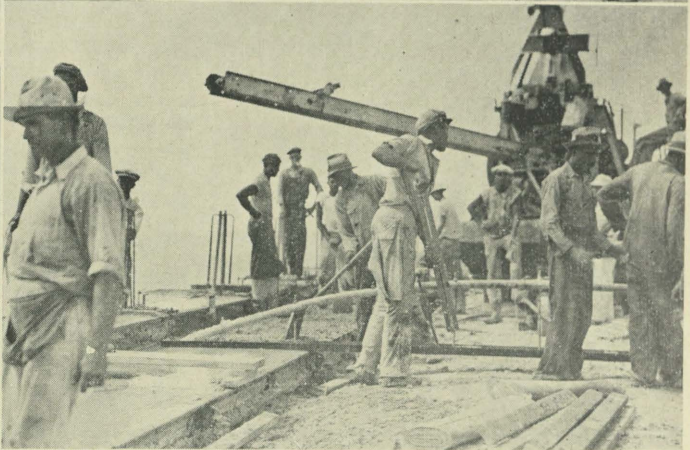
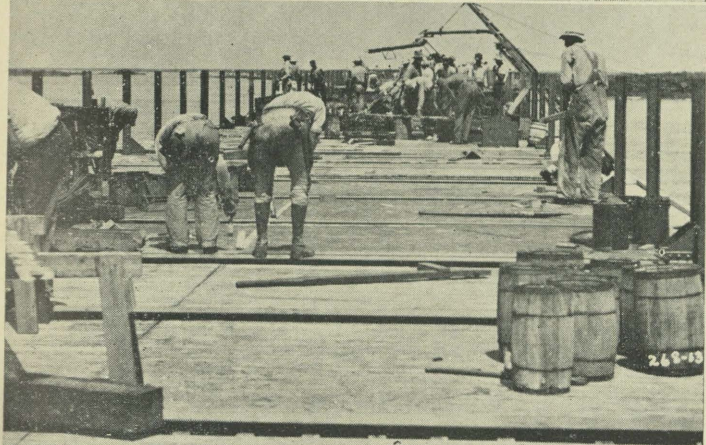
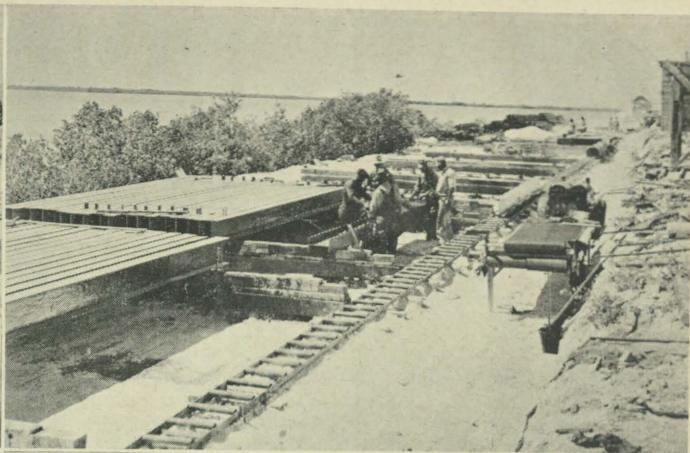
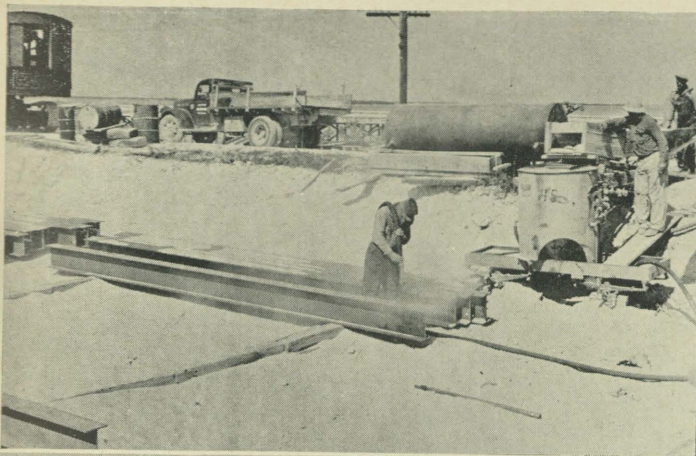
—Miami Daily News Photos
Top left, the old railroad bridge and steel superstructure before being converted to a highway bridge; right, old and the new—a double "S" curve near Tavernier, new highway on right, old highway left. Bottom, left, a side view of the finished highway bridge showing the massive concrete arches resting on bases Flagler had built down through the waters to solid rock; right, taken from a Goodyear blimp in 1938 this shows an old railroad bridge below Big Pine Key in the foreground and paralleling it the wooden highway bridge used before the new highway bridge was built on the railroad spans.

ernmost tip. To Florida it means a revision of the military view held a few years ago that, if the Nation is ever invaded, the State will probably be abandoned to the enemy and the southern defense line fixed in Georgia.

To both, it means that a city with a proud history in war and in peace, Key West, will not with-

er but bloom with a growing prosperity. When the hurricane of 1935 swept over south Florida, taking a great toll of lives and property, it ripped away sections of the Florida East Coast Railway, the slender artery connecting Key West with the mainland and Key West, isolated, was threatened with complete depopulation.

The new streamlining operation, which will cost in excess of \$3,600,000, clips 18 miles from the old road distance between Miami and Key West, engineers say, fixing it at 156, the station-to-station distance of the former railroad. This saving in mileage is accomplished principally through two cut-offs. One from Florida City south to



Top left, Sand-blasting steel I beams and, right, beam treating from background to foreground—sand-blasting, painting, dehydrating oven, membrane waterproofing, completed beams. This treatment was necessary before the steel was imbedded in concrete. Second row, crews on deck work. Third row, left, a view of the railroad concrete arches with the steel used for widening roadway in place; right, Bahia Honda bridge where roadway was constructed on top of superstructure of girder railroad bridge 65 feet above the water. Bottom, left, view of construction crews on Seven Mile bridge—the longest continuous bridge over water in the world; right, another view of the arches.

—Miami Daily News Photos

Marathon bypasses the old Card Sound route, with its famed long, wooden bridge, effecting a saving of six miles, and the other from Pirate's Cove into Key West, cuts the distance from 21 miles to 16. Through utilization of the roadbed of the railroad for the entire distance between Florida City and Key West many curves have been eliminated.

The straightening of the roadway, elimination of several wooden bridges and construction of concrete spans of even width with the paving and making the roadway a uniform width of 22 feet is of equal importance with the mileage saving, since the improvements make possible safe travel at a mile-a-minute clip between Miami and Key West.

Because of the various difficulties that wartime brings, the completion of the work was delayed for five months. The contract date was December 1, 1943. The contract price for the project was \$1,062,000 for the 30-mile stretch between Florida City and Marathon and \$330,000 for the 12-mile stretch between Pirate's Cove and Key West but the actual cost of construction was \$1,125,000 for the 30-mile stretch and \$450,000 for the 12-mile stretch. The new roadway closely parallels the old.

Over-all cost of the Overseas Highway is \$8,000,000, if the money Henry M. Flagler poured into the construction of the Florida East Coast Railway, utilized for the roadway, is to be discounted. Just how much the Florida railway pioneer expended for the construction of the road is not exactly known, but it is estimated the railway cost him \$48,000,000 and the docks in Key West another \$5,000,000.

Mr. Duncan, the engineer in charge of the project in its entirety would skip over the difficulties and hardships encountered in the construction of the Overseas Highway as "not worthy of news," but the problems were innumerable. The principal ones were, he says, the great volume of work undertaken and the isolation of the project, cut off from rail transportation. It was necessary for the materials to be ship-

GOV. HOLLAND PLANS TO ENTER SERVICE

Gov. Spessard L. Holland said at Marathon May 16 that he planned to offer his services to the Army's military government branch when he completes his term in office this year.

"I was a flier during the last war and the army sometime ago asked for my services in military government," he said. "If the army still wants me, I will be very happy to serve."

Holland declined to comment on reports that he would oppose Sen. Charles O. Andrews for his post in Washington. The governor said that he had no definite plans upon leaving office except to return to private law practice at his home in Bartow.

Asked if he would retire from public life, the governor said that he would "look over" any possible political offices that might be open.

Holland was in Marathon en route to Miami with the official party attending the dedication of the Overseas Highway from Key West.

ped by barge from Miami to the scene of construction. If the obstacles are considered, the Overseas Highway has come into being in a remarkably short time.

The Overseas Road and Toll Bridge District was formed in 1933. Its purpose was to supervise the many details incidental to making the highway possible. It was not active until 1935. In 1936 the \$3,600,000 bond issue was sold and the railroad right-of-way, consisting of 122 miles and stretching from Florida City to Key West, was purchased for \$640,000 and cancellation of \$300,000 in State, city and county taxes. The district took title to a 45-mile section from Big Pine to Lower Matecumbe Key, and the State took title to both ends of the highway. There was left, after the railway roadbed purchase, \$3,000,000 for construction purposes.

The district board which actually launched the undertaking was composed of W. H. Burwell of Miami, chairman; C. L. Wilson of Miami Beach; Jenkins Curry of Key Largo; J. J. Trevor and J. R. Stowers of Key West.

In 1936 construction of the first mile of the roadway was undertaken by the State Road Department, utilizing the road. Twenty miles of the roadway were constructed in 1937 and 1938 by the district, and the State Road Department built the rest of it in 1943-44, the last stretch consisting of four miles of bridges and 84 miles of paving. There has been a total of 18 miles of bridges and 104 miles of roadway, of which about 40 miles are over shallow water, constructed.

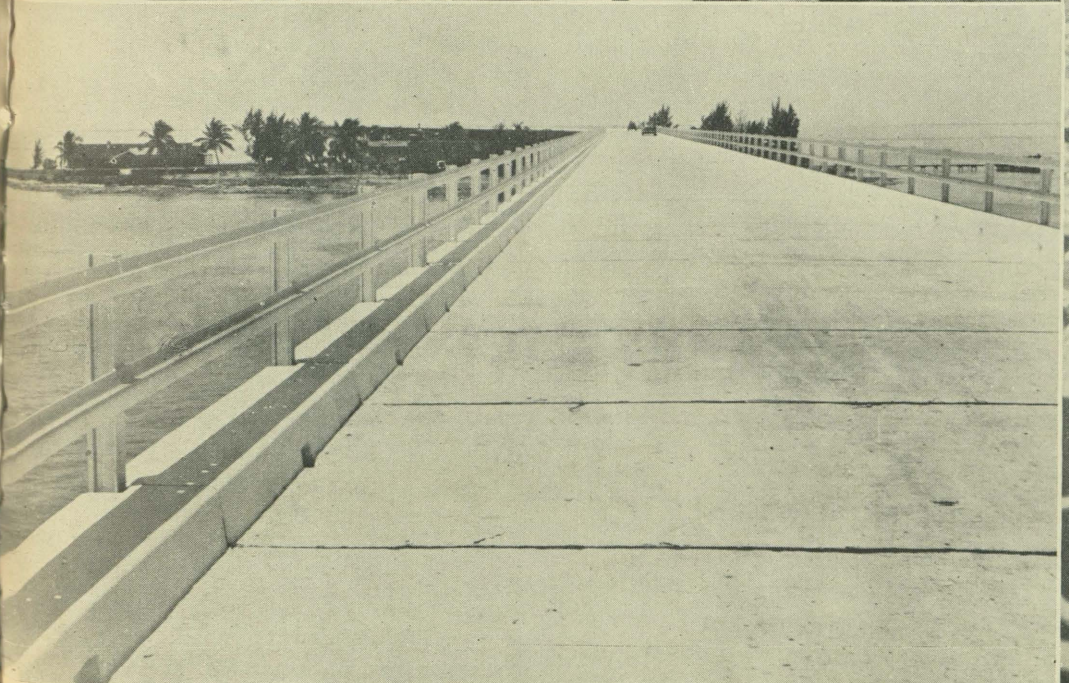
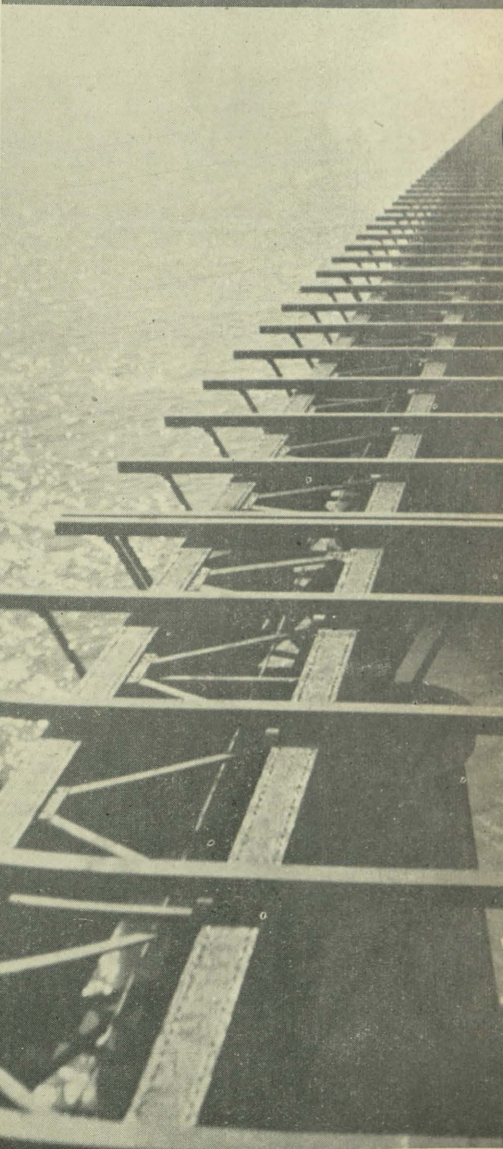
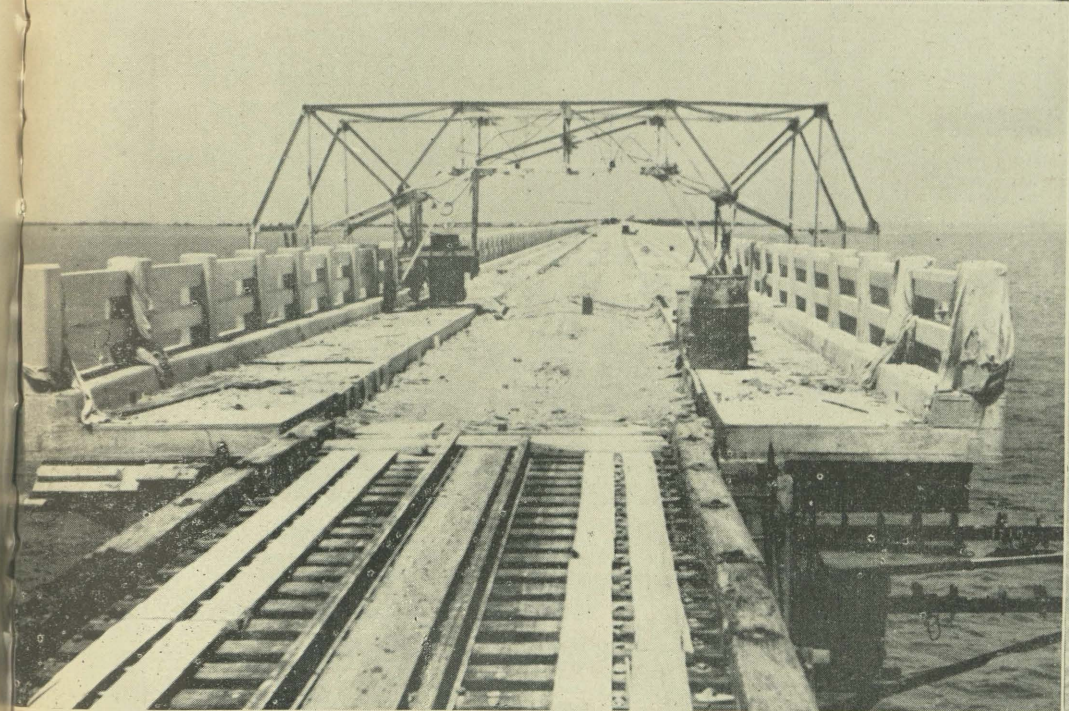
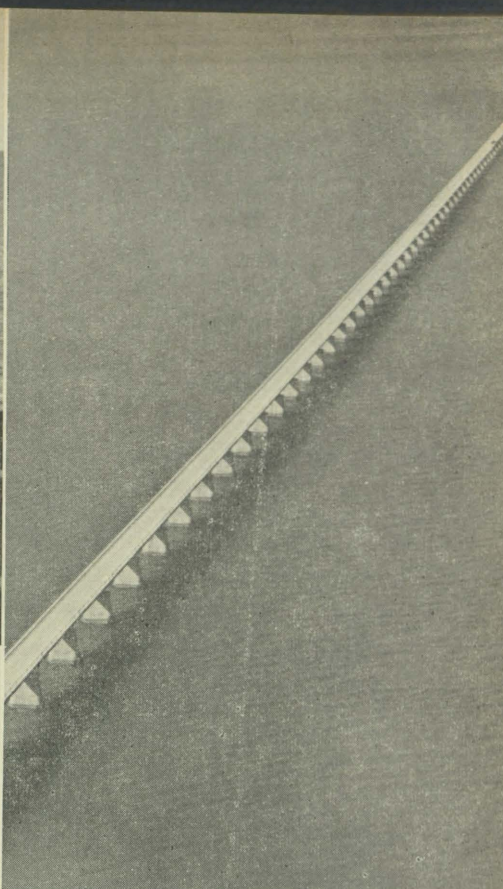
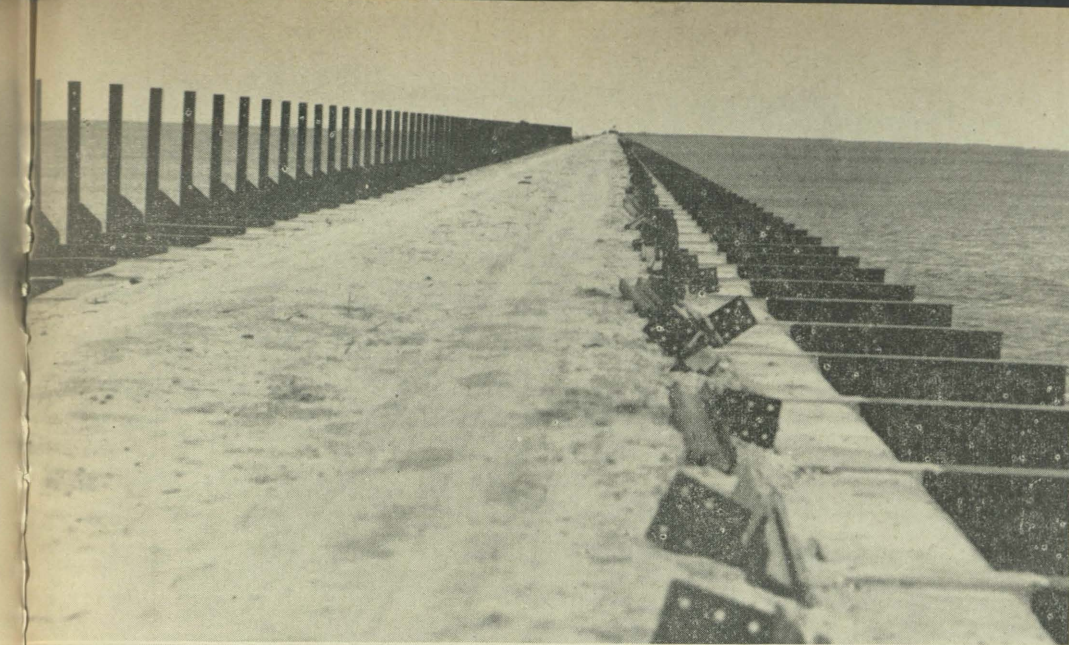
The project has been referred to frequently "as a thing of practicality as well as beauty." Largely, it is a series of great concrete arches, spanning the waters of the Atlantic and giving the automobile traveler the sensation of a voyage at sea. Long Bridge, approximately seven miles in length, connecting Knight's and Little Duck Keys, and High Bridge south of Bahia Honda, which takes the traveler 60 feet above the water for most of its length are the most impressive features of the highway. The highest span of High Bridge is 65 feet above the water.

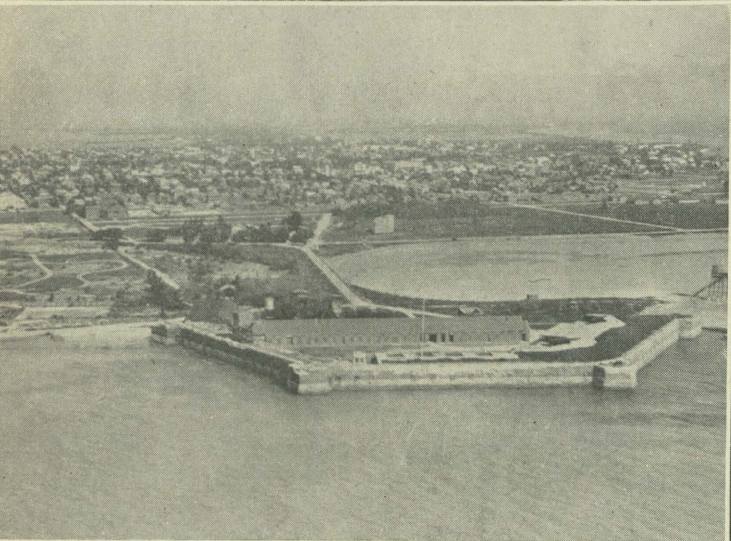
The new construction has been under the direction of the State Road Department, composed of Thomas A. Johnson of Pensacola, chairman; Jack F. Townsend, Lake Wales; James R. Stockton, Jacksonville; C. Fred Ward, Winter Park; O. G. (Tex) Lindsey of Miami. H. H. Baskin is secretary of the State Road Department and J. H. Dowling is chief engineer.

Seldom has Key West played host to a more notable gathering than that which assembled at La Concha hotel the night before the formal opening. In the crowd of 200 guests were visitors and officials from every part of the State,

—Miami Daily News Photos

Opposite page—Scenes show bridge work in different stages of construction and the completed spans. Bottom right, steel beams have been fastened to girders that once carried trains over the waters, and top right shows the same bridge completed and ready for automobile traffic. Left top, the bridge with sub-floor and one side of steel guard rail posts in place, posts for other side scattered along edge. Center, shows the old railroad trestle in foreground, with the widened highway bridge nearing completion. Bottom is one of the completed bridges. On some bridges the old steel rails from the railroad were utilized for guard rails as shown.





Other scenes of Key West—Top, left, officers' quarters, Key West Naval Station; right, Key West Naval Base taken from a blimp. Bottom, left, Fort Taylor, with a view of the city in the background; right, new Administration Building, Naval Station.

—Miami Daily News Photos

from neighboring States, from Cuba, and with the army and navy liberally represented.

If there were any ghosts hovering in the background they were the shadows of the men who put their brawn and sweat into the new road, the men who toiled through the heat of tropical days, fighting mosquitoes, wielding pick and axe, carving a roadway through the tough brush of the keys and the native limestone. These were the unsung heroes at the banquet and few of the persons in the long cavalcade of cars which motored north the following morning after the ribbon-cutting ceremony had officially opened the road thought of them.

The building of this highway, however, was more than just an engineering feat for it has dispelled the last fear that this island-city, so unlike any other

place in the United States, will be abandoned in the post-war era.

There is a prevailing Spanish atmosphere about Key West. Now it is a key focal point for military operations in the Caribbean area. Over its streets where pirates once strode, now hurry soldiers, sailors and war workers who have forced Key West to modernize itself. It is still a luxury to take a fresh water bath, but fresh drinking water—which replaced rainwater—is common.

The new roadway, built at the request of the military, is one of the most picturesque in the world, weaving its way from island to island through the Florida keys. It serves as a dividing line between the Atlantic Ocean and the Gulf of Mexico. In one short space of five miles there are 22 bridges.

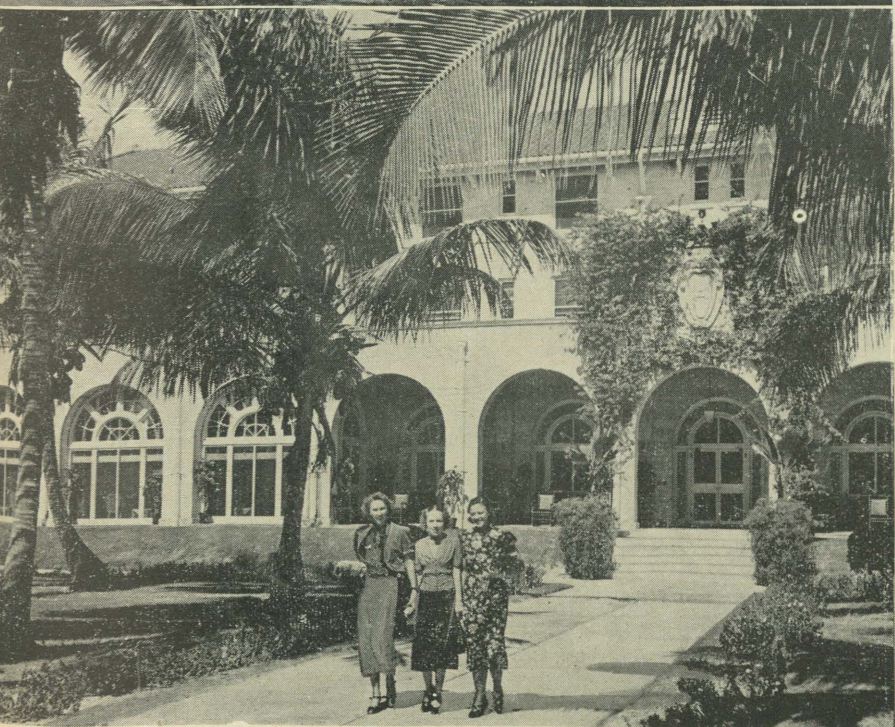
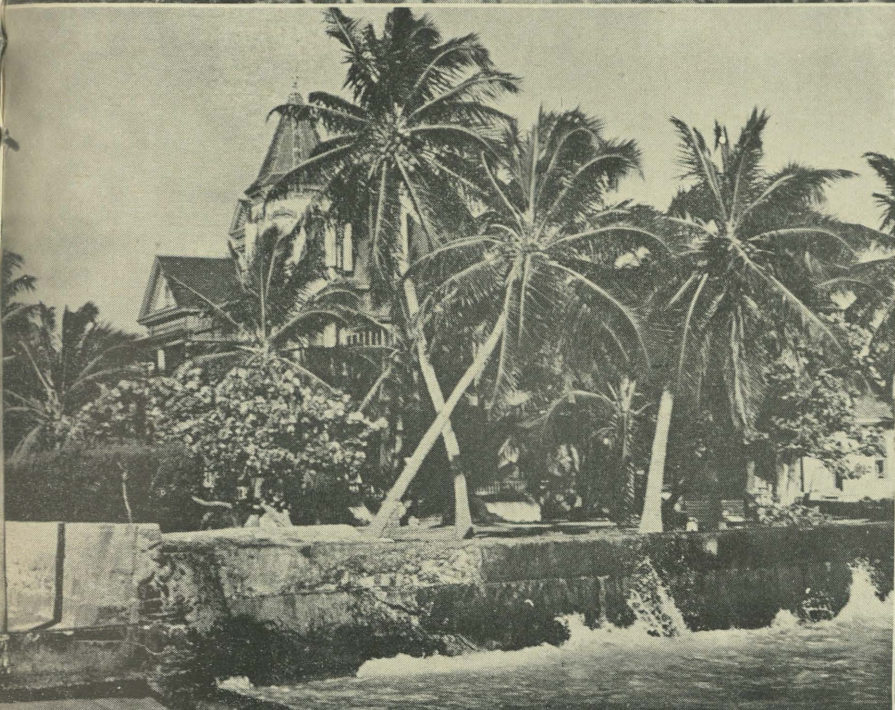
In building the highway over the railroad bridges, engineers

were confronted with making a road 22 feet wide over spans that were but 14 feet in width. Their problem was unique in engineering history. They finally solved it by stretching steel beams across the bridge floors, extending them four feet out over each side.

The old overseas highway over wooden bridges and rough roads was opened to traffic in 1938. It

—Miami Daily News Photos

Opposite page—Scenes of old Key West. Top left, East Martello Fort built in the earliest days of Florida's history and only the masonry remains intact. Modern highway and the ocean in the background; right, type of home common in Key West. Center, left, the farthest south house in the United States, breakwater and ocean in foreground; right, monument to Jose Marti, Cuban revolutionary hero, who came to this country and enlisted aid of Masons throughout the United States to help in liberation of Cuba. Then he returned to Cuba and died on the battlefield. Bottom, left, one of the city's modern hotels; right, showing one of the narrow streets of the quaint old city.





—Miami Daily News Photos

Taken from the air, this picture of Key West gives one a bird's-eye view of the historical old city, quite changed from the days when freebooters swarmed ashore after looting and sinking unwary vessels off the Florida coasts.

has served until now as the connecting link between the keys and the mainland.

Speechmaking at the banquet was opened with an address by William R. Porter, Key West banker and civic leader who paid tribute to the men who built the road and then introduced the toastmaster, Thomas A. Johnson, chairman of the Florida State Road Department.

Johnson introduced the guests, leading off with the Cuban delegation headed by Luis R. Miranda, under secretary of state of Cuba, and including Dr. Domingo Ramos, former secretary of defense and president of the Finlay Institute and Dr. Guillermo de Zen-degui, secretary of the Caribbean unit and secretary of the Columbus Society of Cuba.

Dr. Miranda declared the new road was a most vital link in a system of highways and ocean

ferrying destined eventually to link the United States with Cuba and other islands of the Caribbean and through Guatemala, Honduras, Nicaragua, Costa Rica and Panama.

Gov. Holland, principal speaker, traced the inception of the highway to its consummation, citing the hardships and never ceasing battle of the contractors and their crews to push the road through.

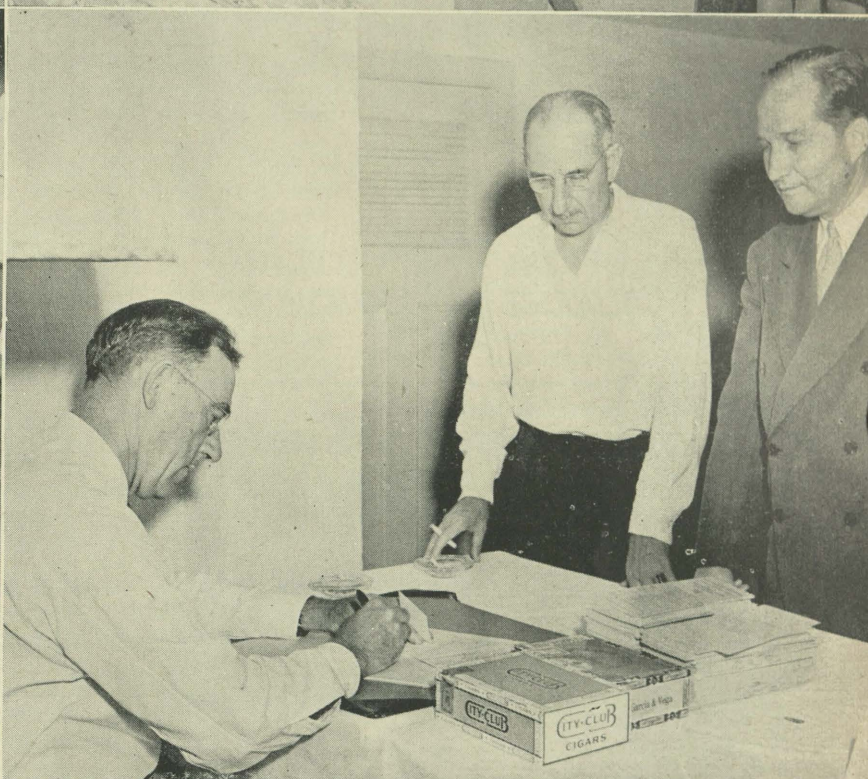
The governor told of serving in the army in Key West in 1917 and 1918 and declared he was glad to get back where hospitality springs from the heart.

O. G. Lindsey, member of the State Road Department from Miami, declared the new highway would increase the scenic beauty of the overseas route by at least 50 percent and add 100 percent to its safety. He declared that new water vistas and changed scenery would make their next drive over

the highway "the first trip for everybody, even those who know it well."

Although Key Westers were in the minority at the banquet, officialdom was represented by several of its leaders, Mayor William Albury and John Carbonell, Jr., president of the city council; J. Frank Roberts, chairman of the Monroe County commission, Carl Bervaldi, member of the county commission, J. Otto Kirchner, member of the commission and Claude Gandolfo, county tax assessor.

Contractors of the road attending the banquet included C. H. Groves, E. J. Cox and A. H. Lundin, of Groves, Lundin and Cox, Minneapolis, Minn., who constructed 42 miles of the new road, and Jack and Dan Cleary of Cleary Bros., West Palm Beach, who built the 19 modern bridges of the system.



—Miami Daily News Photos

Scenes of the recent Florida Engineering Society's convention held in Miami Beach. W. W. McCall, chief instructor for the Pan American Airways maintenance school (top left) points out some of the fine points of an airplane engine magneto to H. N. Fairbanks and Forrest D. Banning, delegates to the convention. Wives of the engineers (top right) attending the annual meeting. From left to right, Mrs. Earl Rader, Mrs. M. H. Connell, Mrs. Emil Nordstrom, Mrs. J. Wyllie Keck, Mrs. W. H. Beisler. At bottom, left, J. Wyllie Keck, president of the Florida Engineering Society, left, greets two visiting engineering experts—Eugene O'Brien, manager of the W. R. C. Smith Publishing Co., Atlanta, and Col. Blake R. Van Leer, president-elect of the Georgia School of Technology. At bottom, right, Maurice Connell, chairman of the convention committee, left, is shown registering the first convention delegates. They are, right to left, Earle M. Rader, Dade County engineer, and O. J. Jorgensen.

Dowling Heads State Engineers . . .

POST-WAR DAYS and the problems to be coped with then engrossed 230 leading engineers of the State at the 28th session of the Florida Engineering Society held April 27-29 at Miami Beach's Macfadden-Deauville hotel.

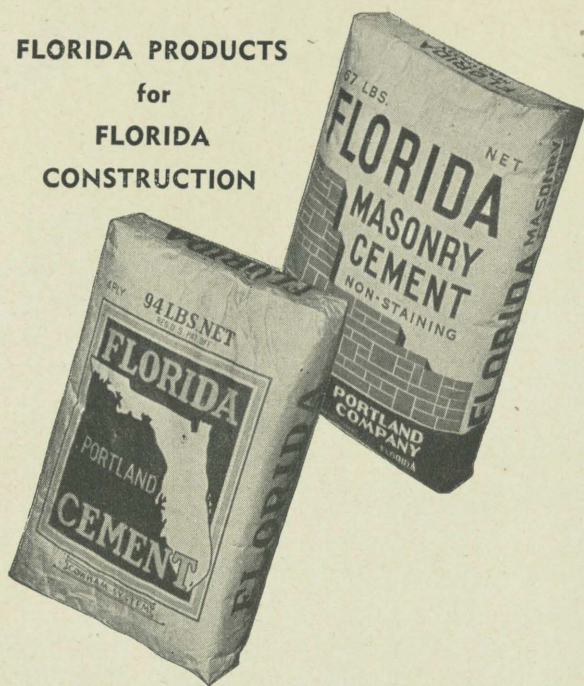
By CECIL R. WARREN

Leadership of the society for the ensuing year passed to J. H. Dowling, State highway engineer, Tal-

lahassee, who was elected president on the final day of the session, succeeding J. Wyllie Keck, Miami, superintendent of power stations for the Florida Power & Light Company.

(Continued on page 42)

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Scenic Highlanders Celebrate . . .

By J. A. MURRAY
Tampa Tribune Staff Writer

COMPLETION OF State Road No. 8, broad belt of rolling highway atop the scenic hills from Haines City to Frostproof was celebrated in Lake Wales May 18 by more than 200 Scenic Highlanders from 15 ridge cities, who also laid down a post-war program to include a super-highway reaching to the Georgia line.

At a dinner at the Walesbilt hotel they elected Robert T. Dewell of Haines City, former judge, president to succeed John D. Clark of Waverly, and a board of governors representing the cities to carry on the Highlanders' program.

The proposed super-highway would follow the new No. 19 route as now surveyed and under partial construction. It would connect with a Nationwide system at the Georgia line and running through the center of the State, connect with Road 26 at South Bay for Miami.

The Highlanders, organized 15 years ago to improve highway conditions in the area and sponsor of many road improvements urged in a resolution that the State Road Department declare No. 19 the logical location and that construction be carried out as quickly as possible.

The organization voted to "use our strength and influence with Governor Holland, the State road board and other agencies" in urging the thoroughfare, and proposed that a system of roads be constructed to connect it with East and West Coast centers.

They invited the Orange Blossom Trail association, Road 19 association and other organizations to join in the campaign for the highway.

In dedicating State Road No. 8, the organization authorized appointment of a committee to beautify it, to find a suitable name for it, that it "may be the outstanding scenic route in the entire State."

State Road No. 8, which already has been called unofficially "The Scenic Highway of Florida" was started during the administration of Governor Core, who was honored at the elaborate four-hour dinner, and there were some quiet suggestions that it be named "The Cone Scenic Highway."

The first stretch was paved from Lake Wales to Dundee, a distance of nine miles, and the last stretch to be completed a few days ago was from Lake Wales to Frostproof.

Much of the construction was during the present administration, and the Highlanders passed a resolution thanking Governor Holland for the sections he had built.

Most of those who have had a part in the construction of highways in Florida during the last decade were present, including Thomas A. Johnson, chairman and other members of the present State Road Department.

Honor guests included Governor and Mrs. Holland, former governor, Mr. and Mrs. Fred Cone, Congressman Peterson, members of the State Road Department, members of the county commissions from Polk and Highland Counties, representatives from Road No. 19, the farm bureau, officers of the central Florida water conservation program and newspaper editors.

There were present also representatives from most all the cities of central Florida, members of chambers of commerce, and representatives from the Avon Park army base and Hendricks field, Sebring. Talks were short and informal.

John D. Clark, retiring president of the group pointed to the fact that Road No. 8 has now been completed from Haines City to Frostproof and that while such an action would justify a two or three day meeting of the Highlanders in peacetime, it was necessary to trim plans during the war and the entire celebration was being confined to one night.

All speakers stated that serious thought was being given to post-war programs which included a super-highway down the central part of the State, probably on the survey of the proposed No. 19, better access to Winter Haven, through Cypress Gardens to the Bok Tower, water conservation and the building of other highways which would tie in with the attractive towns.

Clark paid tribute to all who cooperated in getting Road No. 8 rebuilt. "We believe this was the most successful meeting in the history of the Scenic Highlanders," he said, in pointing to the necessity of holding it between the two primary elections and before the next legislature meets.

"Nothing is more needed right now than additional highways which will tie in with No. 8 road, beautification of the highway and water conservation. Within the Scenic Highlanders we have the membership and strength to get these things if we continue to cooperate and work toward that end."

In accepting office, President Dewell said his first objective would be development of Road No. 19 in Highlands County and named Clark, the retiring president, chairman of the committee in charge.

Other officers are Payne M. Sebring, Sebring, first vice president; John Maxcy, Frostproof, treasurer; John Spencer, Haines City, secretary.

The following were cities represent-

ed, and the new governors elected for each:

Avon Park—C. E. Lanier, Earl Hartt, O. C. Wilkes.

Babson Park—A. H. Stafford, W. T. Casey, John F. Stafford.

Davenport—Hiram Johnston, Miss Edith Trogler, B. L. Flowers.

DeSoto City—Miss Edna Pearce, Sol McClelland.

Dundee—John L. Olson, Leo Smith, John A. Lang.

Frostproof—John Maxcy, G. P. Ruhl, S. W. Keen.

Haines City—John Spencer, Robert T. Dewell, J. W. Brumbaugh.

Highland Park—Arthur Wright, W. J. Smith, W. B. Gum.

Lake Hamilton—Oscos Gotsch, Pat Roselle, Theson Thompson.

Lake of the Hills—Tom Pease, C. L. Redic, Bill Roth.

Lake Placid—J. E. Sims, Ivey E. Futch.

Lake Wales—H. H. True, T. D. Hayes, C. P. Selden.

Mountain Lake—William J. Hanley, Walter Hartwig, Ralph Linderman.

Sebring—Ed Hasti, N. A. Broking, Payne M. Sebring.

Waverly—John D. Clark, W. C. Pederson, I. C. Morton.

Cross-State Road Group Holds Session In Orlando

The proposed central Florida cross-State highway furnished the major topic of conversation May 18 at a meeting of the Central Florida Highway Association at the chamber of commerce building, Orlando.

Four important steps outlined to further the development of the project were:

Obtaining engineers approved by the State Road Department to survey the east-to-west coast proposed road.

Determine what action the State Road Department will take on the proposal after the surveys are completed and submitted.

Ask Orange County commissioners to obtain right-of-way deeds.

Call a meeting for further discussion within a short time at Clermont, with each locality and county on the route represented.

Election of officers for the association was postponed and a motion was adopted whereby present officers will be retained.

These changes were made in the board of directors:

Frank Roper was elected to succeed B. P. Harter of Winter Garden.

Harold Henschen succeeded Julian Sadler of Oakland.

Hal Edmunds succeeded Paul Tompkins of Webster.

N. W. Bryan of Titusville, was elected to the board.

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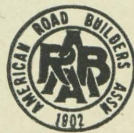
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THE STATE ROAD Department will receive bids at Tallahassee June 6 for construction of a \$500,000 new Memorial Highway to connect the existing west end of Hillsboro avenue, State Road No. 17, with Oldsmar, Pinellas County.

The announcement assures Hillsborough of wartime construction of a modern highway link with north Pinellas just at the time when the county and State were engaged in acquiring right-of-way to provide, over State Road No. 79, a modern connection between Tampa and the East Coast.

Set up for the new Memorial Highway construction is the tentative sum of \$508,000—75 percent of it from the Federal Public Roads Administration and 25 percent from the State Road Department budget for this year.

The project calls for approximately five miles of highway, with the only curves long gradual arcs at each end, located between winding and narrow old Memorial Highway and Old Tampa Bay. Its construction will give Hillsborough a concrete thoroughfare extending from the Hillsborough-Polk line on the east to the Hillsborough-Pinellas line on the west, broken only by a short strip of city pavement inside Tampa.

New Memorial Highway and a modern Road 79 will give Hillsborough one of the best records in the State in wartime highway improvements. Previous rungs on the ladder were State-Federal purchase of Gandy bridge and Davis causeway, with immediate elimination of tolls and construction of Dale Mabry highway.

★ ★ ★

ASSESSMENT of TAXES on the full value of property was upheld May 9 by the Florida supreme court.

The court affirmed a Dade County circuit court order declining to lower the real estate tax assessment against property of Cosen Investment Company, Inc., to 75 percent of cash value.

The company had contended neighboring property was assessed at 75 percent of its value, whereas its property was assessed at 100 percent in accordance with the 1941 revised tax laws. The firm did not attack the assessments of other property, but asked a reduction of its own assessment.

To grant the company's request "would require us to order a constitutional, official act contrary to the statute and by so doing the effect of this act would result in rendering unequal the tax burden to the taxpayers of Dade County," the court said.

In another tax case, the supreme court held that the Florida statute of limitations bars enforcement of

drainage district tax liens if a foreclosure suit is not brought within three years after the taxes become delinquent.

Drainage districts, the court said, are not included among governmental agencies excepted from provisions of the general statute of limitations.

The ruling affirmed a decision of the Hillsborough County circuit court by which Ideal Farms drainage district was barred from foreclosing a delinquent tax lien against lands owned by Maurice Mountz.

The supreme court also affirmed a Dade County circuit court ruling that the personal property tax assessment against postage meter machines can be based only on replacement value of the devices. Pitney-Bowes, postage meter company had attacked a Dade County assessment which had been based partly on income from its machines.

★ ★ ★

THE FLORIDA cabinet decided to contest in higher courts the Sarasota County judge's award of \$200,000 from the John Ringling estate for payment of attorneys the late circus magnate employed in a divorce suit against Emily Ringling.

The cabinet, which represents the State's interest in the \$20,000,000 estate Ringling left largely to Florida, authorized its special Ringling case attorney to appeal from the decision.

County Judge Forrest Chapman allowed fees of \$200,000 for the legal work and expenses of \$3,022.82 for Henry L. Williford and James E. Kirk in the Ringling divorce case. A total of \$6,270 had been paid previously and the estate was charged with the balance of \$196,772.82.

Attorneys for the State and the Ringling executors have contended the claim for \$200,000—one of the principal claims outstanding against the estate—was excessive.

★ ★ ★

COSMOPOLITAN FLORIDA—which, like New York, has a heterogeneous population, few of whom are natives—draws a majority of its political officialdom from other States.

Of the six major cabinet officials charged with determining the policies of the Orange Blossom State, only one is a native Floridian.

R. A. Gray, Secretary of State, and Comptroller J. M. Lee were born in Georgia, Attorney General J. Tom Watson comes from Danville, Va., Treasurer Ed Larson was born 'way above the Mason-Dixon Line in Pennsylvania, and Nathan Mayo, agriculture commissioner, is a native of North Carolina. Only Colin English

is a native of the State which he serves as superintendent of public instruction.

★ ★ ★

A SPECIAL SESSION of the Florida legislature to raise teachers' salaries would cost the State approximately \$50,000 for ten days, Secretary of State R. A. Gray estimates.

Gov. Spessard L. Holland said he would call a special session after the May primaries, if an agreement could be reached in advance on a plan of raising the salaries. Gray said the estimate includes printing, supplies and the six dollars a day and mileage paid to each of the 133 legislators.

Under the Florida constitution, an extra session may not last more than 20 days. If the legislature confines itself to one matter, Gray said, the session should be much shorter.

★ ★ ★

THE STATE BOARD of Administration May 6 sold a \$735,000 issue of Okeechobee County road and bridge refunding bonds to the Florida National Bank group and Clyde C. Pierce of Jacksonville, for \$735,073.50 at an interest rate of 1.9 percent.

The new bonds all will have matured by 1958. They replace old bonds issued by the county in 1940 bearing interest rates ranging from three to five and a half percent and maturing in 1970.

★ ★ ★

THE FLORIDA SUPREME court has held that a broker who exhibits samples of products and takes orders for their delivery directly to customers by an out-of-State concern is not subject to a State occupational license tax.

Justice Elwyn Thomas, who wrote the majority opinion, said he could "not repel the temptation to state that in his personal opinion injustice may be caused" by the rule, but he was "prohibited from doing so out of deference to late decisions of the supreme court of the United States."

He quoted a U. S. supreme court decision that a State occupational license tax could not be imposed on a brokerage firm engaged exclusively in interstate business.

★ ★ ★

FLORIDA'S COUNTY SCHOOL fund had a balance of \$595,005 left May 15 after the State made its final monthly \$1,340,135 contribution of the school term for payment of teachers' salaries.

Comptroller J. M. Lee, who announced the May distribution said it was the first time in his memory that

(Continued on page 43)

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With County Commissioners

IN MARION COUNTY the first primary resulted in the reelection of three of the five commissioners—R. Bruce Meffert, R. W. Oxner and W. Clarence White. A. B. Folks defeated the present incumbent, C. E. Hood from district two and in district five the incumbent, W. A. Smart was defeated by Waldo Priest.

■ Hillsborough County commission pledged its financial support to a committee from Voiture 199, Forty and Eight, in setting up a service office to aid veterans of both World Wars.

■ Duval County commission has provided a new canning center for public use, expanded to accommodate 150 canners and produce 5,000 containers of food daily.

■ A delegation made up of County Commissioners E. L. Taylor, Jimmy Barry and Lane Jennings, D. C. Smith, board attorney, and R. R. Martin conferred in Jacksonville with Gen. Gilbert A. Youngberg with reference to procedure in the move to properly present the Ft. Pierce harbor case to the government in connection with the effort to obtain Federal reimbursement of the original cost of constructing the project.

■ Brevard County commission has completed a refunding program which will save the taxpayers \$32,000 through reduced interest rates, according to G. M. Simmons, clerk.

■ In Broward County there were no contests this year for the offices of county judge, sheriff, tax collector, tax assessor, superintendent of public instruction, supervisor of registration, and county commissioner from district five.

■ Hendry County reported a total of 2,256 registered voters for the May primaries—2,244 Democrats and 12 Republicans.

■ The War Production Board declined to approve the purchase by Hernando County commission of a tractor with side-connected mower for use on county roads.

■ Commissioners for Gulf County were elected under the new redistricting set-up adopted by that county by a large majority.

■ Orange County commissioners have agreed to set aside one mill annually for post-war construction of additions to the old courthouse and jail. The one mill tax will produce approximately \$50,000 yearly and will not be levied on homestead property.

■ School teachers of Hernando County were recipients of a half month additional salary, made possible through action of the county commission contributing some of the racing funds to the school board.

■ Representatives from the Kiwanis and Lions Clubs met with the Hardee County commission to ask the board's cooperation and assistance in securing an airport for Hardee County as a post-war project.

■ Volusia County did not serve meals to primary election workers this year due to difficulty of finding restaurants to serve the food. Instead, the commission allowed \$1.50 additional and let the workers hunt their own meals.

■ Palm Beach County commission has been notified by the State Road Department that the necessary funds have been allocated to complete the survey on U. S. Highway No. 1 through the county. The survey would be a link in the proposed four-lane route along the East Coast.

■ County commission of Hillsborough have given a firm of fruit packers and processors final warning against dumping fruit refuse and water polluted with harmful chemicals into drainage ditches.

■ Fire destroyed the huge wooden grandstand at Terry Park, Lee County. Firemen arrived in time to prevent flames from spreading to nearby county fair buildings but the grandstand was leveled. Lee County commissioners will take up the problem of rebuilding the grandstand.

■ Reports indicate that voting in Volusia County in the first primary was delayed in some precincts by temporary mechanical failure of voting machines or failure of election officials at the polls to do what was necessary to prepare the machines for use.

■ Securing of rights-of-way for the "forgotten 13-mile link" of State Road 79 in Hillsborough County will probably consume five or more months, due to the fact that much of the land needed will have to be condemned. This link of road lies between Hopewell and State Road 5.

■ Hillsborough commission, acting at request of county park board are asking the State Internal Improvement Board to deed to the county, without charge, about 25 tracts of State-owned Hillsborough land suitable for park, playground and forest purposes, and worth \$10,862 to the State board. Heading the list was a tract of more than 700 acres in the extreme northwest corner of the county, which the State forest and park service told the commission would make an excellent county forest.

■ J. A. Ginn, Putnam County commissioner was renominated in the May 2 primary.

■ Commissioner Hunter M. Bannerman, Leon County, was reelected in the May 2 primary.

■ To Councilman Val Cleary of Miami Beach, goes the distinction of being the first member of the Dade County commission to be chosen from Miami Beach.

■ Matter of rental for the fairgrounds property was brought up for discussion by the Volusia commission. This property was sold to the Del-Air Corporation several months ago but payments were discontinued when right of the board to sell county property was questioned. The State supreme court refused to rule on the matter and it will be brought up at the next legislative session.

■ Manatee County board of commissioners are being asked to investigate the cost of installing voting machines in some of the larger voting precincts of the county.

■ In the May 2 primary in Lake County, George L. Singletary was reelected commissioner from the Leesburg district, he now being in the armed forces; H. H. Hethcox from the Umatilla district was defeated for reelection by H. Lightfoot; Manuel Sloan was reelected from the Groveland district.

■ A Baptist minister, Rev. J. L. Avelanal, who is also president of the Tampa Federation of Pan American Clubs is in hot water with the Tampa Bay Baptist Association because he personally applied to the Hillsborough County commission for a liquor license for the club.

■ In the first May primary, Commissioner Frank L. Parise, district one of Escambia County was reelected over two opponents.

■ In Charlotte County the first primary resulted in Capt. W. H. Johnson being reelected, and Chairman W. R. Sparks winning by a photo finish in unofficial returns. Carl R. Farr, veteran commissioner of district five did not seek reelection and F. A. Dalton of Lemon Bay won the nomination over one opponent.

■ S. E. Glover won the nomination in May 2 primary for county commissioner, district three, Indian River County.

■ Steps toward the construction of a bridge across Moncrief Creek to connect Tallulah Street with Edgewood Avenue and complete the highway loop around Jacksonville, were taken by the Duval board of county commissioners.

■ Tax Assessor Sparkman told Hillsborough County commissioners he had "formally notified" two "chiseling applicants for homestead exemption" that their applications were rejected. Sparkman said he wouldn't allow the men—an attorney and a trailer park

(Continued on page 41)

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CAPITAL CHATTER . . .

DR. HENRY HANSON, State health officer, left May 12 for Havana, Cuba, where he will represent the Pan-American Sanitary Bureau at the dedication of Cuba's new public health building. The bureau is composed of the National and State health departments of North, South and Central America.

• Lawrence A. Truett resigned today as chief assistant Florida attorney general and George M. Powell was named to succeed him.

• D. Fred McMullen, Tampa attorney, has been appointed an assistant State attorney general. J. Tom Watson, State attorney general, said that McMullen resigned as chief attorney in the regional Office of Price Administration in order to accept the position.

• George L. Burr, Jr., chairman of the general salvage committee, State Defense Council, has accepted the challenge of Ralph H. Stone, director Ohio State Council of Defense, to a contest beginning immediately and to continue each month to determine which States can increase their monthly per capita total of waste paper salvage during 1944, exclusive of industrial salvage.

• A new loop nature trail extending over a distance of approximately one mile has been established at Gold Head Branch State Park, near Keystone Heights, Bryant H. Griffin, park superintendent announced. This trail, supplementing some three miles of existing trails should prove a valuable asset for many biology groups, Boy Scouts and others interested in nature, Griffin said.

• Pvt. Lester Robinson of Apopka, who is in the army stationed overseas, wanted to be sure of his chance to vote in this year's Florida election. Secretary of State R. A. Gray said he received a cable from Robinson requesting that an absentee ballot be sent to him in time to have it marked and back by election day, May 2. Gray sent the request to the Orange County judge, who mailed the ballot.

• Secretary of State Gray was the commencement speaker at the Sebring high school June 1.

• Dr. A. P. Black, professor of chemistry in the University of Florida has been elected president of the Florida Public Health Association for 1944-45. Dr. Black, a former vice president of the association, last year was a member of the board of directors. Elected to serve with Dr. Black are Dr. W. W. Rogers, Jacksonville, city health officer, first vice president; Dr. Lucille Marsh, Tallahassee, second vice presi-

dent; Dr. E. M. L'Engle, State health officer, Jacksonville, secretary-treasurer.

• Rep. J. Min Ayers of Gilchrist County, weekly newspaper publisher at Trenton, was renominated in May 2 Democratic primary, and announced that he would be a candidate for speaker pro tem of the house of representatives at the caucus in Tampa in June. Representative Ayers has been a member of the house from Gilchrist County since 1939 and has served on the most important committees.

• Truman Pease, project forester, is in charge of the program to increase the production of timber and aid timber farmers in Duval, Nassau, Clay and St. Johns Counties.

• Rep. T. A. Delegal of Suwannee County, has entered active duty as an ensign in the Deck Volunteer Service, Naval Reserve and is at the indoctrination school at Fort Schuyler, N. Y.

• Mrs. Mildred Hardy, associated with the Child Welfare Department of the State Welfare Board for the past four years, has resigned and has left for Oxford, Ohio, where she will join her husband, who recently became a member of the faculty of Miami University.

• At the annual conference of the Florida Probation and Parole Association and State conference of Social Work, June 7-9 at Jacksonville, Millard Davidson, superintendent Florida Industrial School for Boys at Marianna will address the conference on "Build Today for Tomorrow."

• J. Edwin White of Tallahassee, has accepted an appointment as Sixth War Loan cochairman of the Leon County war finance committee.

• Seventy-four students were candidates for degrees in the University of Florida commencement, May 29. Dr. J. Rion McKissick, president of the University of South Carolina was the principal speaker at commencement convocation.

• Gov. Spessard Holland addressed the opening session of the 40th annual convention of the Florida Association of Insurance Agents in West Palm Beach May 15. Fred Morton of Salt Lake City, national president, was honor guest. Fred D. Moor of Tallahassee, State president, estimated that about 250 delegates attended.

• Two residence halls at the University of Florida are again open to civilian students after two years' occupancy by soldiers. They are Murphree and Fletcher halls and will be open for occupancy at the coming summer session.

• Rep. Walter G. Walker of Volusia County said that if there is a special session of the Florida legislature he will introduce a bill to make possible proxy marriages by members of the armed forces.

• Senator Charles O. Andrews advocates a fourth term for President Roosevelt, whom he described as a needed leader "in the winning of the war and the making of the peace." At the same time, the senior Florida senator put an end to speculation in political circles throughout the State that he would not offer for reelection in 1946.

• W. Robert Fokes of Lake City, secretary to U. S. Senator Claude Pepper, had two good reasons for being happy. The first reason came when his boss was renominated, and the second, a few hours later, when he learned from a Washington hospital attendant that he had become the father of a seven-pound girl.

• Mary Lou Baker, only woman member of the Florida legislature (Pinellas County) climaxed her successful campaign for reelection over William S. Howell by announcing that she expects to become a mother about August 1.

• The State Road Department received bids here May 25 for paving about half a mile of road 617 inside the city of Sanford and for clearing and grading nine miles of road 34 in Polk County between Providence and the Pasco County line.

• Cong. Emory H. Price of the Second Florida District, who was renominated for another two-year term in the first primary has returned to Washington to attend a series of meetings of the House Naval Affairs Committee. Price is a member of the committee.

• Dr. R. W. Ruprecht of the State Agricultural Experiment Station of Sanford, J. J. Rocco of Sanford, president of the Florida Seedsmen's Association and W. A. Leffler, manager of Chase & Company were on the program of the Florida State Horticultural Society which held its fifty-seventh annual meeting at Winter Haven May 16-18.

• William Fred Jones, 51, supervisor of the State Beverage Department, died suddenly at his home in Tampa, May 5. He came to Tampa eight years ago, when he began his services with the department, and during this period earned the name of being one of the best officers in Hillsborough County.

• A 60-day closed season on Florida black bass fishing ended at midnight May 14. At the same time the season for taking perch from the Dead Lakes in Gulf County reopened.

• The Interstate Commerce Commission has authorized the Jacksonville, Gainesville & Gulf Railway to abandon its line from Gainesville to Superior, approximately 35 miles, effective July 1.

PEOPLE

DEWITT MILLER of Orlando, was elected president of the Florida Hospital Association at the closing session of the two-day convention in Jacksonville May 16. Mr. Miller succeeds W. E. Arnold of Jacksonville. Miss Gertrude Overstreet of Gainesville, was named president-elect of the association; R. G. Bowden of Orlando, secretary; J. H. Holcombe of Jacksonville, treasurer.

CARL GOERCH, well known magazine publisher and commentator of Raleigh, N. C. was the principal speaker at the annual banquet of the North Carolina Club in Jacksonville May 20, the anniversary of the signing of the Mecklenburg Declaration of Independence.

ROBERT H. MORSE, identified by witnesses as the president of Fairbanks, Morse & Company of Chicago, was deprived of all gasoline allotments by the West Palm Beach gas panel. After a public hearing, the board ruled that Morse, who has a winter home at Palm Beach violated rationing regulations by using fleet gasoline coupons for pleasure driving.

DR. THOMAS HANSEN, pastor of the Main Street Baptist church, Jacksonville, for 11 years, who was called by the State Mission Board of the Florida Baptist Convention to be its executive secretary-treasurer, has declined the call.

ROY D. HATTON, an overseas veteran of World War I, was advanced to the office of commander at the annual election meeting of South Jacksonville Post 88, American Legion. He is rendering part-time service in the armed forces in the present war as a chief petty officer in the Jacksonville Battalion, VPST, U. S. Coast Guard.

H. CLARK ROBERTSON, former Orlando chief of police is still seriously ill at the Bay Pines Veterans hospital, after two months treatment at the West Coast institution.

LIEUT. GEN. GEORGE GRUNERT, commanding general of the Eastern Seaboard defense whose headquarters are at Governors Island, New York, made an inspection visit of Army units at St. Augustine May 9.

JAMES E. HILL of the Naval Air Station-Diversified Cooperative Training Program at Robert E. Lee high school, Jacksonville, was winner of first place in the public speaking contest of the State Federation of Diversified Training Clubs at the State convention held April 27 in Miami. He also was elected vice president and parliamentarian of the State Federation.

ALBION W. KNIGHT was elected commodore of the Florida Yacht Club at the sixty-eighth annual meeting of the organization May 11. Others elected to office included William R. Barnett, vice commodore; James C. Merrill, rear commodore; D. M. Barnett, treasurer; Gardner Gillette, secretary.

MISS MARY HOERGER, former national champion has become the bride of an Army private whom she first met nine years ago at swimming meets where she was earning a national reputation as a child swimming star. She was married at Miami Beach May 11 to Pvt. Thomas V. Williams of Philadelphia, Pa., a former intercollegiate swimming star at the University of Michigan.

REV. KENT PENDLETON, former pastor of the Christian Church of Eustis, was elected president of Eustis Seminary Association at the annual gathering May 17.

PAUL E. REINHOLD, chairman, Military Affairs Committee, Jack E. Kavanaugh, chairman, Naval Affairs Committee, Jacksonville Chamber of Commerce, submitted views of their respective committees on post-war military establishments of the United States for consideration of the special committee of the house of representatives, U. S. Congress May 5.

T. CRAWFORD CLARK was elected president of the Jacksonville Chapter, American Institute of Banking, at the closing business meeting of the year May 10.

H. J. THOMPSON and Mrs. Mary Gause both of Tampa were elected May 17 presiding officers, respectively, of the Florida Great Council of the Improved Order of Red Men and Degree of Pocahontas.

W. CLIFFORD FRAINE of Daytona Beach, became the new president of Chapter of the American Guild of Organists at the annual meeting in Daytona Beach May 8. Other officers elected were Miss Helen McClenna, St. Petersburg sub-dean; Mrs. Emily Dougherty, Winter Park, secretary; Miss Viola Burckel, St. Petersburg, treasurer; Miss Ella Opperman, Tallahassee, auditor; Mrs. Harold Lenfesty, Mrs. Nella Wells Durand, both of Tampa, and Mrs. Lorenzo Voiatt, St. Augustine, executive committee.

MARC C. FLEISHEL of Jacksonville, a leading lumberman of the State, told members of a Tampa civic club that if Florida forests aren't taken care of soon there will be no lumber industry in Florida.

MRS. E. D. LINDABURY of Miami

Beach, became the new president of the Florida State Nurses Association during the closing session of the group's thirty-fourth annual convention May 18 in Jacksonville. Other officers who were elected are Grace Ranson, St. Augustine, treasurer; Mollie F. Bishop, Orlando, first vice president; Madalee Hazel, Jacksonville, secretary; Mrs. Phyllis R. Leonard, St. Augustine, executive secretary.

MAYOR LEONARD K. THOMPSON made the welcoming address at the reception opening the three-day silver jubilee session of the Florida Federation of Business and Professional Women's Clubs in Miami May 18.

MRS. NEIL ALFORD of Jacksonville, was named Democratic national committeewoman in the primary of May 2.

JAMES RICHARDS of Andrew Jackson high school, Jacksonville, has been awarded a four-year scholarship to Florida Southern College as the top ranking vocational student in the State, receiving the honor at the State Federation of Diversified Cooperative Training Convention held recently at Miami. He also placed second in public speaking and was third in the essay contest.

COL. B. O. ALLIN, USA, was appointed director of the Miami Port Authority in Miami May 5. Colonel Allin, who is now attached to the Transportation Corps of the Army has asked to be placed upon the inactive list so that he may assume the new post.

WARREN T. WHITE of Norfolk, special assistant to the receivers of the Seaboard Railway, spoke on post-war transportation problems at a meeting of the Traffic Club of Tampa May 5.

SERGEANT JAMES H. ALLEN of the Jacksonville Police Department, who is taking a four-month course in traffic police administration at the Northwestern University Traffic Institute in Evanston, Ill., will begin a week's study of the traffic control and accident prevention methods of the Detroit Police Department.

JOS. H. ADAMS, president, Florida State Hotel Association, and manager of the El Comodoro Hotel in Miami, announced recently that the hotels of Florida have pledged job priorities to returning veterans of the armed forces.

GEORGE P. RANEY, JR., for 10 years assistant U. S. Attorney, Tampa, has announced his resignation to go into private law practice with his father.

MRS. W. H. GASQUE, is the newly elected president of the Duval County Federation of Women's Clubs and Mrs. Edward P. Pfaff is the retiring president.

DR. HUGO COTTA DOS SANTOS, Brazilian surgeon, arrived in Miami May 19 by clipper en route to the Mayo clinic where he will study the

(Continued on page 38)

FLORIDIANS OUT FOR VICTORY . . .

STAFF SGT. ALVIN G. STANLEY, Plant City, who shot down four enemy planes and probably destroyed three more was among Florida overseas veterans at the army air forces redistribution station at Miami Beach during May.

Sgt. Stanley, a B-24 radio operator-gunner chalked up his score in enemy planes during 15 months in the Southwest Pacific where he flew 47 combat missions. He was awarded the Air Medal with four Oak Leaf Clusters.

Other Floridians at the station for rest and reassignment are:

Tech. Sgt. Earl H. Mote, Tampa, B-17 gunner, flew 50 missions in England, Africa and Italy in 22 months; credited with probable destruction of three ME-109s; awarded the Air Medal with nine clusters.

Tech. Sgt. Walton H. Roden, Jacksonville, B-17 gunner, flew 50 missions in 22 months in the Mediterranean theater; shot down one enemy plane and probably seven more; was awarded the Air Medal with five clusters.

Pvt. Joseph F. Cooper, Jacksonville, served for 26 months in signal communications in the Southwest Pacific.

Corp. Will L. Yoemans, Esto, served in Southwest Pacific as operations clerk for 27 months.

Staff Sgt. James M. Bolton, Groveland, B-17 tail gunner, flew 25 combat missions in the European theater; awarded DFC and Air Medal with three clusters.

Tech. Fifth Roy C. Wicklund, 25, Miami, served 26 months in the Southwest Pacific, 22 of which were in combat areas as heavy equipment operator; awarded Presidential Unit Citation.

Tech. Sgt. Charles J. Waln, 23, Miami, served 26 months in Australia and New Guinea as technical supply sergeant; awarded two Presidential Unit Citations, one with Oak Leaf Cluster.

Lieut. James R. Watzke, 20, Wauchoula, B-17 bombardier; flew 25 missions during 17 months in Europe; awarded Distinguished Flying Cross and Aid Medal with three Oak Leaf Clusters.

Capt. Stuart F. Hutson, 22, St. Augustine, B-24 navigator; flew 45 missions during 10 months in Southwest Pacific; awarded Distinguished Flying Cross and Air Medal with Oak Leaf Cluster.

Tech. Sgt. James W. Spitler, 26, West Palm Beach, P-40 and P-38 radio mechanic; served 27 months in Southwest Pacific; awarded two Presidential Unit Citations.

Sgt. Donald J. Schwall, 25, West

Palm Beach, served 26 months in Australia and New Guinea; awarded Presidential Unit Citation and Oak Leaf Cluster.

Staff Sgt. Joseph P. Milton, 26, Sarasota, radio operator-mechanic; served 26 months in Southwest Pacific; awarded Presidential Unit Citation.

Capt. Harold L. Price, Orlando, was awarded the Soldier's Medal for bravery in dashing with two companions into a burning plane amid exploding ammunition to rescue a fellow pilot. The 25-year-old captain flew 66 convoy-patrol and interceptor missions over North Africa, Sardinia, Corsica and the Mediterranean Sea as a Beau-fighter pilot.

Staff Sgt. Ernest L. Wester, 22, Jacksonville, served 26 months as mess sergeant in Australia and New Guinea.

Staff Sgt. Henry E. Thompson, 23, Bradenton, B-25 gunner; flew 50 anti-submarine patrol missions during 21 months in the South Pacific.

Staff Sgt. Edward C. Griffin, 34, former radio operator-gunner on a Liberator, averaged one decoration a month for his six months in the European theatre of operations. The Samoset flier was awarded the Distinguished Flying Cross and one Oak Leaf Cluster and the Air Medal with three Oak Leaf Clusters added. He is credited with downing one Nazi fighter plane.

Pvt. Charlie H. Hamilton, 24, Grandin, served in South Pacific 26 months as chemical-decontamination technician.

Pvt. Elmer E. Poyner, 21, Crystal River, served 17 months as technical supply clerk in New Caledonia, Fiji and Solomons.

Pvt. Oliver A. Mathews, 26, Laurel Hill, served 28 months as cook and acting mess sergeant in Asiatic Pacific.

Staff Sgt. Joseph Copeland, 22, Tampa, served 26 months as truck motor inspector in Southwest Pacific.

The War Department announces that there were 110,393 Floridians in the army up to January 1, 1944.

This total includes 1,893 women and 108,500 men. Between November 1, 1940 and December 31, 1943, 1,893 women from Florida entered the Army and during this same period 16,242 men and 658 women were discharged.

There are also nearly 5,000 Florida men serving in the merchant marine. A total of 162 Florida members of the American merchant marine have been killed, captured or missing in the war.

Corp. Ralph B. Phillips, 28, Tampa, served 12 months in Africa as truck mechanic.

Lieut. Frank G. McGaffey, 21, Tampa, P-38 pilot; flew 65 missions during 11 months in American and North African theatres.

Corp. James L. Bland, 26, Tampa, served 18 months in England, Africa and Sardinia with a medical detachment.

Tech. Sgt. Jackson E. Brannen, Jr., 32, Tarpon Springs, bombardier-navigator on a B-25, who flew 62 missions during 15 months in the China-Burma-India theatre was awarded the Distinguished Flying Cross and Air Medal with Oak Leaf Cluster.

First Lieut. Hal R. Smith, Winter Park, who flew 50 combat missions in North Africa and Italy as B-17 pilot, served overseas for nine months, and was awarded the Air Medal with nine Oak Leaf Clusters for his combat forays.

Staff Sgt. Ralph D. Bradford, Carabelle, who flew 25 missions as B-17 gunner during 10 months in the European theatre was awarded Aid Medal with Three Clusters.

Sgt. John K. Kirkton, Palm Beach, who served for 12 months as administrative clerk in French Morocco, Tunisia and Sicily.

Major Julian S. Pinkston, Lakeland, served in Africa, Sicily and Italy for 17 months as base commander.

★ The story of a 54-year-old Jacksonville mother who has given six sons to the United States armed forces was unfolded with enlistment in the Navy of 17-year-old James Stollenwerck Wood, son of Mrs. Joseph Hughes Wood. In the group were twins. Known as the "Six Splinters off the Woodpile," the six boys who enlisted one by one, are located in various parts of the world, with one now a prisoner of the Japanese.

★ "Every one of them remembered me on Mother's Day," declared Mrs. Georgia F. Jordan of Pine Castle—and that meant something, as Mrs. Jordan was referring to her six sons in the armed forces, six of them, possibly the largest number of young men from any one family in the service in central Florida. Her husband, deceased for 12 years, was formerly a mail carrier. Besides her six sons in the service she has five other children, including two more boys who may become of service age if the war keeps on a few more years.

★ Mrs. Ethel Worsham was presented a medal for meritorious service in the Jacksonville Beach Aircraft Observation Post, at a ceremony held in the Beaches USO Center. The presentation was made by Col. George T. Ritter, Signal Corps Regional Commander.

★ The coveted Army-Navy production award, which stands as the fighting

(Continued on page 39)

Surviving Signer State Constitution Elected to Legislature . . .

JEFFERSON ALEXANDER HENDLEY, the only surviving signer of the Florida constitution which in 1885 wrested the State from the carpetbaggers, will be back in the State legislative halls next year, God willing, from Pasco County.

Hendley was elected to the legislature in the first primary.

Now 86 years old, and mellowed with the years, Representative-elect Hendley will carry with him to Tallahassee such a wealth of Florida history and Florida tradition as may be found in the mind and heart of but one other man.

That one other man, James B. Whitfield, retired justice of the State supreme court, Hendley will find waiting on a doorstep where he lives across the way from the State Capitol.

They will walk, perhaps, arm in arm to a bench under the trees to talk of the days when Jeff Hendley fought to keep the new State from ever burdening its people with debt and Jim Whitfield covered the deliberations as a newspaper reporter.

Born in Farmington, Ky., the son of a surgeon in the Confederate army, Hendley had to earn his own way because money was scarce in the impoverished land.

He had a horror of debt and was largely responsible for the provision in the Florida constitution which prohibits the State from issuing bonds.

Two years before the convention Hendley was elected surveyor of Hernando County, before it was cut into three pieces, and he was one of the men sent to Tallahassee later to have the county divided by an act of the legislature. One of the sections was named Pasco after the late Senator Pasco and Dade City was made the county seat.

"I surveyed Dade City and I gave one church a lot on which to build a parsonage," he said, reviewing the years. "The negroes had nothing, and I gave them a lot and helped them to build their first church in Dade City.

"I helped get the right-of-way for the two railroads, and I gave away several lots to help build a hotel in Dade City. Later I helped to get the Seaboard railroad to donate land for a high school.

"I advocated the building of two hard surfaced roads running east and west and north and south through the county and proposed a levy of 40 mills

to build 20 miles of road a year until they were completed.

"It would then be an easy matter to build laterals into each neighborhood so all could enjoy the benefits of good roads, but the people said 'No,' they could not stand 40 mills, but they would sell bonds and build the roads and be done with it.

"My last words at that meeting were, 'When you sell bonds to build roads you will double the cost and put a lien on your homes, and your grandchildren will come and go before these bonds are paid,' which is so."

After working his way through several schools, Hendley was graduated with the class of 1878 of Washington and Lee University, where he received a diamond pin for oratory, and two years later went to Texas, where he lived in a dugout and commenced the practice of law.

He made a name there, helped to found a city or two in that frontier land and was the first prosecuting attorney of Mitchell County.

But he went home after a few years

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there to see his parents, who were growing old, and he found that some of the neighboring boys were preparing to drive through to Florida.

Florida was another frontier, and young Jeff Hendley had the pioneer fever in his bones. He and a brother hastily harnessed up a team and joined

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Next Legislative Session Will Have Many New Members . . .

UNOFFICIAL RETURNS from May's Democratic primary elections indicate that old members will occupy a bare majority of the seats in both houses of the legislature when it meets next spring.

Seventeen of the 38 senate members are holdovers and were not subject to election this year, and five old members were renominated without opposition to assure a majority in the upper branch of the legislature.

Thirty-three members of the 1943 house did not seek reelection. Thirty-

the party and migrated to Florida.

"I have seen Florida prosper, and I have seen it in adversity," he said. "I have seen the land dark as a funeral pall as cold swept over it and every fruit tree was killed.

"I stood on the bank of a lake and watched the wagons departing, filled with broken and disconsolate men and women and children who had lost everything and were on their way north.

"They had built their houses and planted their groves, and they saw them all swept away in a night. Those were dark days."

But some remained, and Jeff Hendley remained with them. They said they could grow corn and cotton if they had a grist mill and a gin. He got up in the meeting and told them to go home and get to work, because he would build the mill and the gin, and he did.

Hendley married Miss Dolly Maynard of Perryville, Ind., in 1886. She became one of the leading women of Florida in club activities, and because of her Red Cross work during the first World War was listed in London's Who's Who among famous women of America. She died in 1935.

Hendley practiced law for 40 years until his retirement. He was one of the organizers of the Bank of Pasco County, second oldest State bank, and has long been active in Democratic and church affairs.

"When I look around and see my fellow citizens happy and growing prosperous," he said, "I feel that perhaps I have contributed a little toward their contentment and their wealth. If I have done that, I shall be content."

two old members were unopposed for reelection, and at least 20 of the other 30 defeated opponents and were assured of renomination.

Republicans will oppose a few of the Democratic nominees in the general election, but Republicans have rarely been sent to the legislature in recent years.

These new men were nominated in first primary for places in the senate: Newman C. Brackin, Crestview; Dave Thomas, Pensacola; T. Drew Branch, Sumatra; W. B. Moon, Crystal River; Henry S. Baynard, St. Petersburg; D. C. Coleman, Miami; Lloyd F. Boyle, Sanford; Henry P. Johnson, Eustis; Carl R. Gray, Panama City; Edwin G. Fraser, Macclenny; Walter B. Fraser, St. Augustine; Arthur L. Bryant, Dade City.

In the second primary, Sen. William Cliett of Bowling Green, 27th district was defeated for renomination by Wilbur C. King of Zolfo Springs; Sen. G. C. Perdue of Cedar Key, was renomi-

nated over Rep. J. W. Turner of Chief-land; E. Bert Riddle of Darlington, defeated H. B. Douglas of Bonifay, for the third district seat which incumbent Addison P. Drummond did not seek again; Rep. G. Warren Sanchez

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WEST PALM BEACH, FLORIDA

of Live Oak, defeated William Randall Slaughter for the 17th district post from which Sen. S. A. Hinely retired.

Those were the only second primary contests for the senate.

The five senators renominated without opposition were Henry E. King, Winter Haven; Charley E. Johns, Starke; Walter W. Rose, Orlando; N. Ray Carroll, Kissimmee; John R. Beacham, West Palm Beach.

These old members of the house were renominated over opposition in the first primary:

Horace F. Holland of Bay County, C. L. Clark of Calhoun, Thomas J. Rivers of Clay, C. W. Peters of Dade, Mabry Carlton of Duval, Bourke Floyd of Franklin, Amos Davis of Gadsden, J. Min Ayers of Gilchrist, Harry McDonauld and Neil McMullen of Hillsborough, Bernie C. Papy of Monroe, L. C. Leedy of Orange, John E. Bollinger of Palm Beach, Mary Lou Baker of Pinellas, Thomas B. Dowda of Putnam, M. B. Smith and L. B. Mann of Seminole, T. A. Delegal of Suwannee.

E. Clay Lewis of Gulf, was defeated for renomination by C. C. Wilson; Clayton Avriett of Hamilton, was defeated for renomination by J. W. McAlpin; Representative Olin G. Shivers was defeated by Cecil Carswell in Washington County in the first primary.

The voters in the second primary made these decisions on house members:

Rep. T. Franklin West of Milton, was defeated for renomination by J. S. Amos in Santa Rosa County.

James E. Post was nominated in Bay County to succeed Rep. Joseph Bailey, who resigned.

J. M. Ingram of Arcadia, won the DeSoto County nomination to succeed A. J. Dunham, who was not a candidate for reelection.

Rep. P. Guy Crews was renominated to one Duval County seat, and Fletcher Morgan was named to succeed Rep. Birt C. Byrd, who resigned, to another.

J. J. Williams of Bonifay, was nominated in Holmes County to succeed Rep. Emogene Commander who did not run.

In Jackson County, Rep. John E. Lambe was renominated to one post and W. Pooser was named to another to succeed Rep. W. L. Barefield, who was not a candidate.

Payne H. Midyette of Tallahassee, won one of the Leon County memberships. The incumbent did not run.

Herbert C. Barnhill was named to the house from Okaloosa County to succeed Rep. Newman Brackin who was elected to the senate.

Rep. George Nesmith of Wakulla was renominated.

In Columbia County, F. W. Bedenbaugh defeated the incumbent, James B. Hodges.

In Lafayette County W. G. Croft, incumbent lost to Holmes Menton, Jr.

These new house members were nominated in contests to succeed old members who did not run; B. R. Burnsed, Baker County; Frank Stirling, Broward; Richard Oelkers, Jr., Dade; A. Morkey Darby and Webb J. Jernigan, Escambia; B. E. Holland, Hillsbor-

ough; W. S. Baskin, Marion; Hubert C. Barnhill, Okaloosa; B. Elliott, Palm Beach; Jeff A. Hendley, Pasco; D. H. Saunders, St. Lucie.

Governor Holland Heads Florida War Fund, Inc.

Governor Spessard L. Holland was reelected president of the Florida War Fund, Inc., for the ensuing year at a meeting of the executive committee and board of directors held in the Mayflower hotel, Jacksonville, May 15.

Other officers named were A. W. Higgins, St. Augustine, vice president; Henry A. Lurton, Pensacola, vice president; William Steltz, Lakeland, vice president; D. M. Barnett, Jacksonville, treasurer; George A. Brautigam, Miami, secretary and executive director.

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KELLY MEMORIAL TO BE UNVEILED JUNE 14

The "Four Freedoms" memorial to Capt. Colin P. Kelly, Jr., Madison army flier who became the first hero of this war, will be dedicated in Madison June 14.

Seven Florida Citrus Packers Win WFA Achievement Award . . .

SEVEN FLORIDA CITRUS packing plants, chosen for outstanding accomplishments in quantity and quality production of vital wartime food products, will receive the War Food Administration's coveted Achievement "A" Award early in June, J. M. Williams of Jacksonville, State supervisor of WFA's office of distribution disclosed.

The plants are: Pasco Packing Association, Dade City; Bordo Products Company, Inc., Winter Haven; Adams Packing Association, Auburndale; Lakeland Highlands Canning Company, Highland City; Floridagold Citrus Corporation, Lake Alfred, and the Polk Company, Tampa and Haines City plants.

Ceremonies will be held at each plant, at which an officer of the Army or Navy will present the Achievement "A" flag, and a high official of WFA will present individual "A" emblems to company officials and employees who shared in the production accomplishments.

Supervisor Williams pointed out that the award is made to employees and management alike, and is a joint recognition by WFA and the armed services of their combined food production efforts in time of war. The Achievement "A" is the highest honor WFA can confer on a food processing plant. It is, in the food processing field, comparable to the Army-Navy "E" for industrial plants.

The "A" banner's central letter, in blue, is enclosed within a circular white design composed of a head of wheat and a gear, symbolic of production. The background is of verdant green, representing the agricultural background of the food processing industry. A white star in the upper left corner represents a year of outstanding accomplishment. The individual pins bear the words "Achievement Award—Food for Freedom," circling the blue "A."

The seven plants cited for the Achievement "A" employ a total of about 2,400 workers, and have a combined output valued at more than \$23,000,000. During the packing season now drawing to an end, the estimated total output will be in the neighborhood of 12,800,000 cases (24 No. 2 cans each) compared with about 9,500,000 cases during the 1942-43 season.

Quantities of their various products ranging from 25 to 100 percent, and averaging 47 percent, are set aside for sale to government war agencies and find their way into stocks furnished to the armed forces, to allied nations, and to home front workers.

Estimating the 1943-44 Valencia orange crop at 19,000,000 boxes, the United States Bureau of Agricultural Economics predicted an extension of the Florida shipping season by at least two weeks over any previous year.

The present Valencia crop is the largest in the history of the State, said J. C. Townsend, Jr., the bureau's citrus analyst. It exceeds last year's bumper crop by 900,000 boxes.

A total of 8,200,000 boxes still remain on the trees, as compared with 5,500,000 boxes at this time last year. Canneries have absorbed 2,800,000 boxes of Valencias to date, as compared with 2,900,000 boxes this time last year.

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FLORIDA

PEOPLE

(Continued from page 32)

treatment of war wounds. Dr. Dos Santos is associated with the emergency hospital in Rio.

DR. ALFREDO NOGUEIRA, Cuban alumnus of Rollins College, Winter Park, has been appointed secretary of public works of the republic of Cuba.

W. B. TINSLEY was elected commander of K Post American Legion, Arcadia, at a meeting attended by Department Commander Jess Davis of Gainesville, who addressed the group.

JOSEPH E. HERRING of Jacksonville, was elevated to right eminent grand commander of the grand commandery Knights Templar of Florida as the annual three-day assembly ended May 19. He succeeds T. E. Dickinson of Ocala.

MISS MARY MILLER of Jacksonville was elected State president of the American Association of University Women at the closing business session of the annual meeting April 30 in Jacksonville. She succeeds Mrs. Melanie R. Hosborough of Miami. Other officers chosen were Miss Katherine Warren of Tallahassee, vice president; Miss Clarissa Rolfs, Gainesville, recording secretary; Mrs. P. E. Gardner, Orlando, treasurer.

G. ALBERT LAMBE of Marianna was elected grand high priest of Florida York rite Masons May 17. Lambe succeeds Joseph E. Herring of Jacksonville.

C. R. WICKMAN, owner of a Clearwater bus line taxi service, has announced the purchase of all the outstanding stock of the Gulf Coast Motor Line, Inc., which connects Tampa by bus with St. Petersburg, Clearwater, Dunedin and Tarpon Springs.

M. S. COOK of Lakeland, and John Love of Jacksonville, were nominated today as commander and senior vice commander, respectively, of the Florida department, United Spanish War Veterans, during the session May 16.

LIEUT. COL. JUNIUS W. DENNISON has been assigned new commanding officer of Kissimmee army air field. Colonel Dennison has been a commissioned officer in the army air forces for nine years, and at one time

he was assistant military air attache for the American embassy in Carracas, Venezuela.

REV. J. C. FRIST of the First Presbyterian church, Tampa, will deliver the baccalaureate address at the 1944 graduation exercises at the University of Florida.

REX BEACH, famous author stuck to his desk during the winter season at Sebring, gas and tire rationing preventing him from fishing, his favorite sport, and with a stub pencil, turned out another novel. En route to New

York by train for the summer, he took the manuscript with him. The locale, like that of his first great book, "The Spoilers," is Alaska.

CHARLES LARSEN, city manager, states three sites are under consideration for the camp for German war prisoners being planned by the citrus committee of the Lakeland Chamber of Commerce.

MISS OLIVE CHAPMAN of Sanford, heads Florida Southern College honor roll this term, making an "A" average in all subjects.

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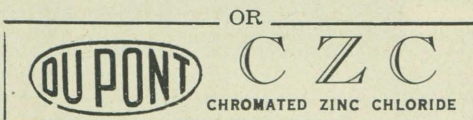
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FLORIDIANS OUT FOR VICTORY

(Continued from page 33)

forces' joint recognition of exceptional performance on the production front, was awarded the men and women of the IXL Machine Products, Inc., Jacksonville, May 10. Presentation of the award was by Major General Harry F. Hazlett, commanding general, Replacement and School Command, Army Ground Forces, Birmingham, Ala., who recently returned from the Italian fighting front.

★ Two canneries, the Lakeland Highlands Company at Highland City, and the Florida Gold Citrus Corporation at Lake Alfred have been designated by the War Food Administration for the "A" achievement award. The honor, similar to the Army and Navy "E" award, is based on outstanding service in connection with the war effort.

★ Mrs. W. E. Holton, Lakeland mother with six sons in the navy, received the \$25 war bond presented by the Veterans of Foreign Wars during the Mothers' day program at the USO, Sidney Goodwin, commander, made the presentation. Three other mothers, each with five sons in service, received honorable mention. They were: Mrs. Iona Bryant, Mrs. Lily A. Jones and Mrs. Cassie Powell. Mrs. Powell also received an award as the mother having the greatest number of children overseas, four of her sons now being out of the country.

★ Third Mate Joseph D. Baker, Orlando, who was killed when his vessel was torpedoed by a German submarine on May 16, a year ago, has been awarded the Mariner's Medal for outstanding gallantry while in the performance of his duty.

★ Lieut. Franklin Bunte, an army combat pilot, who was reported missing in action over Germany, is a prisoner of war in Germany. Lieutenant Bunte, a former Canadian army pilot had taken part in 50 sorties over Axis held territory.

★ Mrs. Margaret Sparkman Birge, Dade City, was awarded the Air Medal for her husband, Edward E. Birge, aerial gunner, missing in action after "exceptionally meritorious achievement while participating in five separate bomber combat missions over enemy occupied continental Europe."

★ Sgt. Autrey A. Green, Duval County, received the Distinguished Merit badge recently when his group was given a citation for its part in the Floesti raid last August.

★ For heroic action during a successful attack on an enemy submarine in

July of last year, Lieut. (j. g.) Roy Selden Whitcomb, Bradenton, has been awarded the Distinguished Flying Cross.

★ The Distinguished Flying Cross has been awarded to First Lieutenant Charles A. McKinney of Eustis, a member of the United States army Twelfth Air Force now missing in action.

★ Second Lieut. Thomas W. Sellers, Jacksonville Army Air Forces navigator, was given the Oak Leaf Cluster in lieu of an additional Air Medal, at a South Pacific base for meritorious achievement during period from November 8, 1943 to February 7, 1944.

★ Marine Sergeant Donald E. Hennie, 22, Tampa, who fought for seven hours despite wounds in his face and left

shoulder on Bougainville, has been awarded the Bronze Star for heroism.

★ Staff Sgt. James O. Atkins, Jacksonville, Flying Fortress tail gunner was decorated with the Air Medal for meritorious achievement on combat missions over Europe.

★ For "extraordinary meritorious achievement" while participating in numerous bombing assaults on Germany, the Distinguished Flying Cross, the Air Medal and three Oak Leaf Clusters have been awarded to Second Lieut. Richard P. Harris, Jacksonville, it was announced through an Eighth AAF bomber station in England recently.

★ Flying with the famous "Jolly Roger" bomber unit in New Guinea is First

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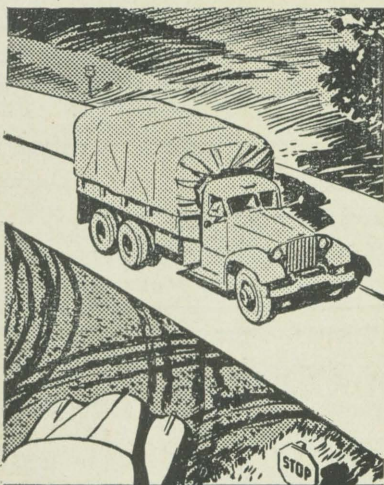
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Lieut. William H. Carter, son of Jerry W. Carter, State railroad commissioner. With more than 300 combat flying hours and 40 missions against Japanese bases in the Java Sea area, New Guinea, New Britain and New Ireland, Lieutenant Carter has the Distinguished Flying Cross and the Air Medal to his credit. His crew has sunk four Jap freighters, each of which was more than 3,000 tons.

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Department of Public Safety Reports Decrease in Accidents . . .

The State Department of Public Safety, reporting automobile collision deaths have been cut 38 percent since 1941 has launched a special campaign urging pedestrians to watch carefully before they walk into highways or streets.

In every city and along the highways, the department has posted "three W" signs—"Watch While Walking," and "Help Win the War" by observing 35-mile per hour request, saving lives, gas and tires.

"This campaign has been launched to reduce the pedestrian and other traffic death toll," said J. J. Gilliam, director of the Department of Public Safety. Governor Spessard L. Holland approved the safety placards and commended the safety department for its educational campaign.

Figures compiled by the State Highway Patrol showed 489 persons were killed in traffic accidents last year, and 160 of these were pedestrians. Fifty-eight pedestrians have been killed in the first three months of this year. Sixteen pedestrians were killed in March.

"Most of these pedestrian fatalities resulted because the pedestrian did not exercise caution before walking into a street or highway," Gilliam said. "We hope that these signs being placed throughout the State will impress upon pedestrians and motorists that they must be careful."

City police departments have cooperated in the campaign by assigning traffic policemen to place the safety signs in store windows and on light standards and at street intersections. Highway patrolmen have distributed them along the highways.

The safety department has conducted safety campaigns since it was established by the legislature. In that time, the traffic toll in Florida has been reduced from an annual figure of 750 to less than 500 a year.

bomber combat missions over enemy occupied continental Europe," Staff Sgt. Eugene Gaskins, Jacksonville, was awarded the Oak Leaf Cluster to the Air Medal, it was disclosed from an Eighth AAF Liberator Station in England.

★ Lt. Albert A. Whitlock, Arcadia, was among seven who were awarded Distinguished Flying Crosses or Oak Leaf Clusters in lieu of additional decorations of the DFC "for extraordinary achievement in operational flight missions." The work of these men, more than 150 missions in dropping supplies and transporting troops, won them second Oak Leaf Clusters in the place of a third award of the DFC.

★ Tech. Sgt. Robert F. Hamby, Lake-

land, stationed at an AAF Liberator bomber base in England, has been awarded the third Oak Leaf Cluster to add to his air medal for participation in bomber combat missions over Europe. Sergeant Hamby has taken part in aerial attacks on Kiel, Brunswick and Oranienburg.

★ Staff Sgt. Roger J. Alesci, Worth-

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ington, recently was released from a government hospital where he had been treated for injuries sustained in the South Pacific. Sergeant Alesci was awarded the Purple Heart.

★ Second Lieut. Henry C. Douglas, Jr., 23, Dade City, copilot on an Eighth AAF B-17 Flying Fortress has been awarded an Oak Leaf Cluster to the Air Medal. The decoration was conferred after five separate missions over enemy occupied Europe.

★ The Bronze Star Medal for saving the life of a wounded comrade has been given Sgt. William T. Chandler, Jacksonville. Sergeant Chandler took part in the Bougainville encounter where, on December 16, 1943 the rescue for which he was cited took place.

★ Staff Sgt. Mayo E. Eavenson, Jacksonville, was recently awarded the Air Medal in Italy.

COUNTY COMMISSIONERS

(Continued from page 29)

resident, to withdraw the applications, and that he would confer with county attorneys about the possibility of prosecuting the two applicants for perjury.

■ Duval County commission fixed the rate of pay for the clerks and inspectors in the primaries at \$6 for the day plus one cent for each ballot cast at the various precincts. Compensation for special deputy sheriffs was set at \$6.

■ Manatee County completed the liquidation of old debts owed the cities of Bradenton, Manatee and Palmetto when checks aggregating \$13,193 were made out for delivery to the municipalities. Bradenton received \$9,339, Palmetto \$2,533 and Manatee \$1,320. These sums represented final payments on original debts totaling over \$40,000 owed by the county to the cities in a division of road maintenance taxes.

■ Hillsborough County will not "freeze" its workers in their jobs under a War Manpower Commission stabilization program. The county commission voted to "hold in abeyance" action on a WMC suggestion that the board authorize participation by county offices in a labor stabilization program.

■ Progress on condemnation proceeding in Seminole County toward the securing of right-of-way from the Geneva bridge to Volusia County on Road 44 project, was reported by County Attorney Lloyd F. Boyle at a meeting of county commissioners.

■ Completion of the lease of the Monroe County airport to the Navy had been scheduled by Federal authorities for May 16 but the board of county commissioners expressed disapproval of the date because the ceremonies for the opening of the new Overseas Highway were scheduled for that date.

■ The Pinellas County commission passed a resolution at a special meet-

ing requesting that the State Road Department change the name of Davis Causeway to Tampa-Clearwater Causeway. The commission also requested that the department place a suitable plaque at each end of the causeway indicating Capt. Ben T. Davis as the builder, commemorating the name of him whose foresight and enterprise made Davis Causeway possible.

■ A Putnam County canning center is

being built on the platform of the East Palatka Farmers' Market and should be ready for operation in a short time. Funds for the building are being made possible by the county board of commissioners, and it is being built under the supervision of the board and Mrs. Opal W. Middleton, home demonstration agent. The center will have a canning capacity of 500 to 700 cans per day.

■ Orange County stands high in the

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amount of scrap material collected. For the six months prior to March it shipped 194,780 pounds of "prepared" cans, during 1943 200,000 pounds of paper was sent out of the county and 127,615 pounds of grease.

■ Commissioners A. A. Dunn and W. C. Klingensmith of Brevard County have issued a statement that roads leading to the St. Johns River are open to the public and are not to be closed to traffic.

DOWLING HEADS

(Continued from page 23)

Just before the delivery of a technical paper on post-war highway construction in Florida, highlight of the second day's session of the society, the new president in a press interview warned the people of Florida not to be too optimistic in their expectations of post-war highway construction—particularly the building of new roads and so-called "super-highways."

Dowling revealed his department has been giving very extensive thought to the matter of post-war road work, that it has made a survey to determine the necessary work to be done and its cost and has set up a work program which will require an estimated expenditure of \$160,000,000.

"It will come as a shock to many of our citizens," he told the press representatives, "to learn the sums immediately in prospect for post-war highway work, while unprecedented, will actually be far less than the amount needed to place our State-maintained road system in suitable condition for normal traffic."

Dowling said the proposed estimated expenditure of \$160,000,000 is necessary to bring the road system up to standard for the protection of the public's investment of \$250,000,000 in highways.

Optimism as to the amount of road building to be undertaken in the post-war program has been engendered, he intimated, by the considerable amount of publicity given the fact the State road license fund has a reserve of \$14,000,000 and the State's share from Federal aid will be about \$14,500,000 a year for three years.

His department's survey of the condition of the system shows, he said, the economic life service of about 3,600 miles of roadway has already been expended, 5,000 miles are of inadequate width, at least 20 curves in each 100 miles need to be eliminated for the modernization and streamlining of the system, 1,640 timber bridges need re-

placing and an additional 1,000 bridges will not bear a safe load limit of 15 tons.

The departmental program, he said, entails realignment, resurfacing, widening and reconstruction work, the replacement and widening of bridges and construction of some projected routes. The over-all program calls for improvement of 5,412 miles of roads and bridges. More than 46 miles of bridges are to be improved and all wooden ones replaced.

Major John Levi of Miami Beach, extended the official welcome to the convention gathering which, with wives of the engineers, totaled about 500, at 2 p. m. the opening day. Dr. R. Wiley Scott of Miami Beach Community church delivered the opening invocation. In addition to the society's over-all session, individual meetings were held by the affiliate groups, Florida Chapter of the American Society of Civil Engineers, Florida Chapter of the American Institute of Electrical Engineers, Florida State Board of Engineering Examiners, Florida Chapter of the American Society of Mechanical Engineers and the Florida Engineering Council.

Having the status of an "essential" convention, the discussion revolved around not only post-war work but problems which will be encountered during the war.

The annual report of the directorate was heard Thursday, and the social

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life of the convention got under way Thursday night with a cocktail party, stag smoker and a party for wives of the engineers held at the hotel.

Besides the paper of Dowling on post-war highway construction, the convention delegates heard Friday Col. Blake R. Van Leer of the army general staff corps, who will take over the presidency of Georgia Institute of Technology on July 1. Colonel Van Leer, a banquet speaker discussed the army's specialized training program.

They also heard two papers on electronics by E. S. Lammers and P. H. Craig. The lectures were to be illustrated by sound film, but a power failure prevented the showings.

A glimpse into post-war aviation development was afforded the convention delegates by W. Overton Snyder, III, manager of the Latin American division of Pan American Airways, who told of the giant passenger planes to come.

"The horsepower of the new flying clippers," Snyder said, will be 12,000, not 6,000. They will cruise not at 6,000 feet but at 25,000 feet. They will carry not 24 passengers but 150 passengers. They will fly not at 140 miles an hour but at twice that speed.

"They will carry passengers at half the old rates, and best of all, the new clippers will have, as their most honored passenger the average citizen. He will enjoy, at a cost appropriate to his pocketbook facilities of travel undreamed of 10 years ago."

Among distinguished guests presented at the banquet Friday night was Eugene O'Brien, representing the W. R. C. Smith Publishing Company of Atlanta.

Retiring President Keck was presented with the usual past president's medal of the society and a resolution of appreciation commending Maurice H. Connell, chairman of the convention committee, his committee, and Tom F. Smith of the Miami Beach Convention bureau, who moved his office to the hotel to attend to the wants of the guests, was read.

Committee reports took up much of the concluding half day's session. The directorate meeting followed. The election of officers and discussion of 1945 convention plans concluded the convention business.

Four officers reelected were Ralph E. Wendt of the municipal engineering department, Jacksonville, first vice president; Capt. Edmund Friedman, U. S. A., Jacksonville and former Dade County engineer, second vice president; Raymond Chase of the municipal engineering department, Jacksonville, treasurer, and W. H. Biesler, head of the chemical department, University of Florida, Gainesville, secretary.

M. B. Garriss, Miami civil and consulting engineer, was reelected to a three-year term on the board of directors. Others reelected to the directorate

are Alexander Blair, Lake Placid; L. R. Thrasher, Ocala; Lieut. J. B. Hiers, Jr., U. S. N., Miami; E. A. Nordstrom, St. Petersburg; E. S. Fraser, Tallahassee; A. P. Michaels, Orlando. W. W. Gillespie is a new member added to the board and retiring President Keck automatically becomes a member of the directorate for a three-year term.

Throughout the three days of the convention, there was a round of social activities for the guests.

TALLATOPICS

(Continued from page 27)

the final payment of the term has been made on time.

The State, in nine months has contributed \$12,243,232 for teachers' salaries. Another payment will not be due until Sept. 15.

★ ★ ★

A COMMITTEE of the State Bar Association submitted to the supreme court a proposed set of civil law practice revisions designed to speed up and simplify litigation in Florida courts.

The 1943 legislature authorized the court to adopt new rules of procedure and submit them back to the 1945 session for approval.

Julius F. Parker of Tallahassee, chairman of the committee which drew the association's recommendations said Neil C. McMullen of Tampa, and Allen Grazier of St. Petersburg, will prepare arguments in support of the proposed rules for submission to the court later.

Members of the committee are E. Harris Drew of West Palm Beach, president of the State Bar Association; Guy W. Botts of Jacksonville,

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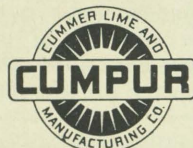
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Dr. Hume Recipient of Arthur Hoyt Scott Award

One of the highest honors in the American horticultural field, the Arthur Hoyt Scott Garden and Horticulture Award, has been bestowed upon Dr. H. Harold Hume, provost for agriculture at the University of Florida, according to word reaching Dr. John J. Tigert, president of the university.

The award, which consists of a gold medal and \$1,000 is made for outstanding contributions to the science and art of gardening. It is presented by the Arthur Hoyt Scott Foundation at Swarthmore College, Swarthmore, Pa., and Dr. Hume is the sixth horticulturist to be honored by the foundation since its establishment in 1929.

Dr. Hume has long been identified with Florida's horticultural industries and educational institutions. He taught botany and horticulture at the old Florida Agricultural College in Lake City from 1899 to 1904. After two years at North Carolina State College he returned to Florida in 1906 and for many years was president of Glen St. Mary Nurseries Company.

In 1930 he became assistant director of the University of Florida Agricultural Experiment Station. Since September 1, 1938 he has been dean of the College of Agriculture, and since November 1 has also been provost for agriculture.

Dr. Hume is the author of "Citrus Fruits and Their Culture," "Cultivation of Citrus Fruits," "The Pecan and Its Culture," "Gardening in the Lower South," "Azaleas and Camellias," and other books of widespread interest.

The newest honor is one of many which have been bestowed upon him over a period of years. For many years he was president of the Florida State Horticultural Society. So outstanding was his work with azaleas that in 1935 the Massachusetts Horticultural Society awarded him the Jackson-Dawson memorial medal for plant propagation and introduction.

Dr. Hume has been president also

of the Florida Academy of Science, and in 1937 this organization presented him its achievement medal.

The Florida provost was chosen for the new honor by a committee of outstanding horticulturists under the chairmanship of Dr. John W. Nason, president of Swarthmore College. Dr. Nason requested Dr. Hume to come to Swarthmore commencement exercises June 25 to receive the award personally.

President Tigert wired Dr. Nason of his delight with the award being given to Provost Hume, and declared it eminently deserved. "It will meet with splendid approbation by the university community and the entire State of Florida," he declared.

Governor Pays Tribute To Late Dr. Wilmon Newell

Governor Holland and other State leaders paid high tribute to the work and leadership of the late Dr. Wilmon Newell at the dedication of Newell Hall, the reconstructed Florida Experiment Station building in Gainesville May 12.

Governor Holland, Commissioner of Agriculture Nathan Mayo, Dr. H. Harold Hume, who succeeded Dr. Newell as provost for agriculture at the University of Florida; Dr. John J. Tigert, president of the university; Thomas W. Bryant, State Board of Control member, and Director Harold Mowry of the Experiment Station, reviewed the life and work of Dr. Newell and praised him for his long period of service in developing and protecting agriculture of the State.

"Two things that will make his name immortal in the agricultural, business and industrial life of the

State were the eradication of citrus canker and the Mediterranean fruit fly, two monumental tasks that were accomplished under his leadership," Gov. Holland declared.

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★ ★ ★

CIRCUIT JUDGE W. May Walker has ruled that a group of automobile dealers are entitled to licenses as automobile insurance agents after making proper applications and passing required personal examinations.

The Florida Insurance Agents' Association had asked the court for a declaratory judgment on whether the automobile dealers could be licensed after State Treasurer Ed Larson, who also is State insurance commissioner, had accepted their applications and conducted the examinations.

Larson had held up issuance of the licenses pending a ruling from the court.

Waller Elected President Of Junior Chamber Commerce

C. Ervin Waller, president of Professional Insurance Corporation, Jacksonville was elected president of the Florida Junior Chamber of Commerce for 1944-45 at the annual convention held in Winter Haven April 28-30.

Waller, who served as vice president from the second district during the past year has an outstanding service record in junior chamber work for the past eight or nine years and is particularly well qualified for this high office.

Waller succeeds Selden F. Waldo, Gainesville attorney, who has headed the Florida organization during the past year with a particularly brilliant record under wartime conditions. Florida ranked second in the Nation in reaffiliations of defunct clubs under Waldo, growing from about 15 active clubs when he took office to 35 active clubs in good standing.

The convention, under the direction of Andy Berkes and Don Blaze of Winter Haven, had 230 registered delegates from every section of Florida as against 68 last year and was highlighted by a water carnival at beautiful Cypress Gardens, a barbecue, victory ball, and a victory banquet.

Outstanding speakers at the convention included Harold Colee, secretary of the State Chamber of Commerce; J. Francis Brenner, president of the South Carolina Junior Chamber; James E. Oliver, president of the Texas Junior Chamber; Howard Bishop, superintendent of public instruction of Alachua County; State Senator Harry E. King, Walter A. Smith, Winter Haven and Dr. H. F. Sondag, director of venereal disease control for the U. S. Army.

Officers elected for the coming year under Waller included:

- Dr. Ed Annis, Tallahassee, District 1.
- George Mitchell, Palatka, District 2.
- J. L. Sanders, Ft. Myers, District 3.
- Jas. Musso, Lakeland, District 4.
- Don Willis, Daytona, District 5.
- Otis Kelly, Ft. Pierce, District 6.
- Hermit H. Lewin, Key West, District 7.

National directors. Selden F. Waldo, Gainesville; J. L. McMullen, Live Oak.

Bids Opened May 25 For Work On State Roads

The State Road Department May 25 received bids for road construction and maintenance work totaling \$770,000 in 15 Florida counties.

The projects and apparent low bidders were announced as follows:

Construction of nine miles of Road 34 in Polk County between Providence and the Pasco County line, Powers and Archibald of West Palm Beach, \$189,898.

Resurfacing five and a half miles of Roads 205, 4-A and 27 in Dade County,

Belcher Oil Company of Miami, \$52,407.

Paving half a mile of Road 617 in Sanford, Brinson Construction Company of Tampa, \$9,873.

Surfacing a total of 31 miles of roads in Alachua, Bradford, Clay, Columbia and Union Counties, L. J. and W. L. Cobb, Inc., of Tampa, \$57,651.

Resurfacing 39 miles of Roads 33, 10, 152 and 218 in Okaloosa and Walton Counties, R. B. Tyler Company of Louisville, Ky., \$104,881.

Surfacing 16 miles of Road 1 in Baker County and a quarter of a mile of Road 1 in Duval County, Marion Contracting Company of Ocala, \$80,622.

Reworking and widening about five miles of Road 29 in Osceola County, north of Kenansville, Hall and Cadell of Jacksonville, \$47,871.

Reworking and widening 12½ miles of Road 25 in Palm Beach County between the Hendry County line and South Bay, L. J. and W. L. Cobb of Tampa, \$191,678.

Surfacing the approaches to the West Bay bridge in Bay County, Coggin and Deermont of Chipley, \$25,202.



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Florida Safety Council Says Speeding Returns

Speeding once again has become the natural hazard of the highways, the Florida Safety Council warned in citing figures that 16 of 57 traffic fatalities in Florida during March were pedestrians.

"Eighty-five percent of the brakes on cars today do not hold," said Asher Frank, director of the council. "Cars are being driven beyond their limits.

"With poor brakes and no tires, even if the driver sees a pedestrian, he can't get out of the way, because he hasn't any way to hold the car. All of this is why pedestrians should beware of walking out in the middle of the streets or highways."

Asher said pedestrians should walk on the left side of the highway and get out of the way when they see approaching cars. He warned those walking along roads at night to wear white armbands or white shirts.

CONTRACTS, PROJECTS

(Continued from page 7)

abstract and titles; 2,500 shares \$10 par value. Directors, Morton McDonauld, Ray H. Jordan, Mary F. Jordan.

East Coast Glass Company, Miami; merchandise; 10 shares no par value. Directors, J. H. Nessmith, N. L. McGehee, John G. Thompson.

Gulf-Bay Company, Sarasota; stocks and bonds; 35 shares no par value. Directors, Gordon Adain, Materia F. Kicklighter, John D. Kicklighter, Mar-ian E. Houser.

Palm Beach Realty Co. Inc., Palm Beach; real estate; 100 shares no par value. Directors, John W. Peck, D. J. Shaleh, Archibald McNeil.

Shurite Laundry and Cleaners, Inc., Tampa; dry cleaning; 50 shares no par value. Directors, B. E. Newport, Wiley B. Wallis, C. Conrad Hammond.

Veneer Products, Inc., Orlando; lum-ber; 20,000 shares \$10 par value. Direc-tors, J. A. Russell, Edward Drake Jr., Marcie Zoellner.

C. and L. Co., Miami Beach; real estate; 50 shares no par value. Direc-tors, E. M. Bristow, Nicholas Hodsdon, Albert B. Bernstein.

St. Petersburg Realty Company, Inc., St. Petersburg; real estate; 100 shares no par value. Directors, George A. Schwehel, David B. Hull, Paul R. Boardman.

Lincoln Construction Co., Miami; real estate; 50 shares no par value. Directors, D. B. McCrimmon, G. H. Shelton, M. Robider.

Florida Retailers Supply Company, Miami; brokers; 100 shares no par value. Directors, Louis M. Jepeway, Isaac Joffe, Jean Friend.

Lester Realty Corporation, Miami Beach; real estate; 48 shares no par value. Directors, Frank Palmisano, Laura Merskowitz, Harry Glick.

H & K Operating Co., Inc., Miami; real estate; 50 shares no par value. Directors, Isaac Joffe, Louis M. Jepe-way, Jean Friend.

Southern Suburban Homes, Inc., Miami; real estate; 100 shares \$50 par value. Directors, Helen Harris, Henry H. Moore, Miamian Ruth Kauffmann.

Perth Corporation, Miami; hotel and apartments; 50 shares no par value. Directors, Victoria Launer, Kathryn F. Murray, Morris S. Solomon.

Phillips Beauty and Barber Supply, Inc., Miami; barber and beauty shops; 50 shares no par value. Directors, A. M. Sandler, Evelyn Darwick, Louise Ertzberger.

Southeastern Oil and Gas Company, Bradenton; oil and gas; 1,000 shares no par value. Directors, Sydney A. Stubbs, Esther Ann Stubbs, W. C. Wyatt.

R. S. Evans—New York, Inc., Miami;

automobile broker; 100 shares \$100 par value. Directors, H. J. Rainey, W. J. Curry, M. Brown.

May Pal, Incorporated, Palm Beach; real estate; 100 shares no par value. Directors, Abraham Frietag, Lutie M. Allen, Chas. H. Warwick, Jr.

Leonard Investment Company, Inc., Miami Beach; real estate; 50 shares no par value. Directors, Shepard Broad, Ruth K. Broad, Lillian Schechter.

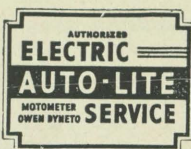
St. Alban's Housing Company, Mi-ami; real estate; 100 shares \$50 par value. Directors, Helen Harris, Mary Ruth Mackad, Myrilyn Signer.

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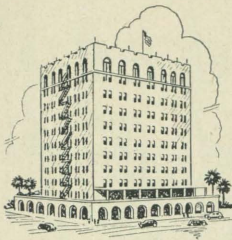
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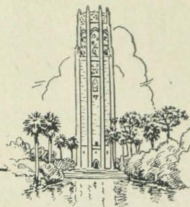
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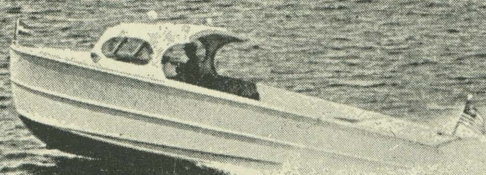
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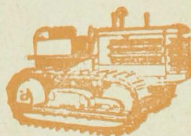
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